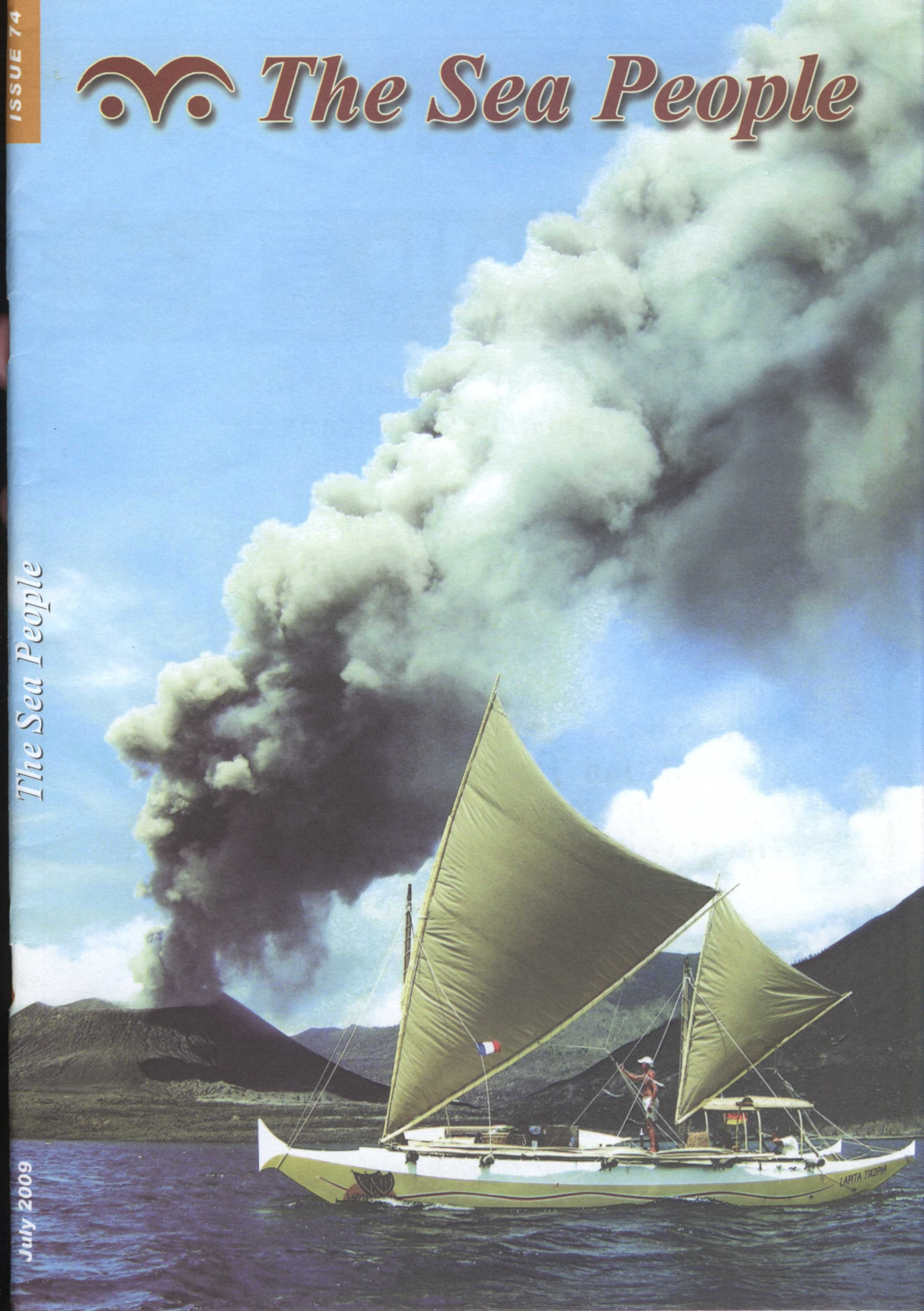
ISSUE 74

# The Sea People




The Sea People

July 2009

# SAILS

## Jeckells THE SAILMAKERS

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Jeckells THE SAILMAKERS

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*The Sea People*

***Magazine of the Polynesian Catamaran Association***

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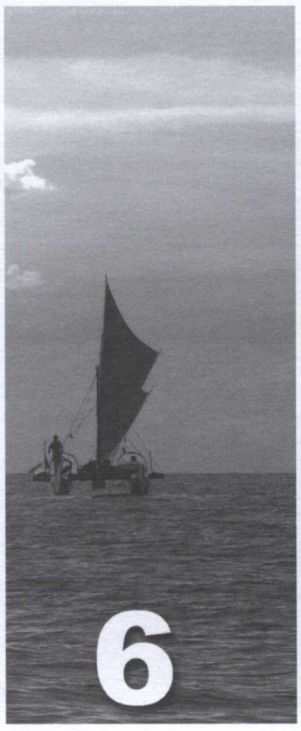
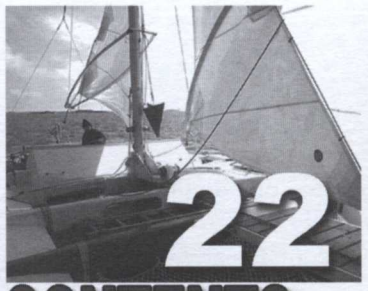
**From the PCA constitution:**
The objects of the association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.

«Polynesian Catamarans» shall mean the various classes of catamarans as designed by James Wharram.



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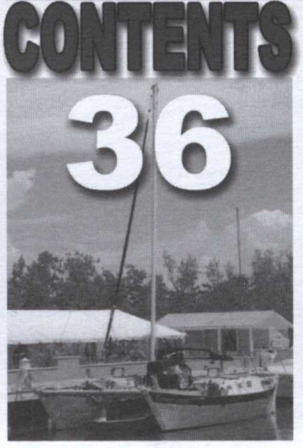


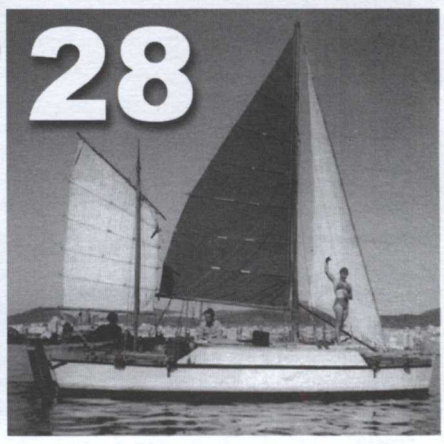


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**Front cover:**

Lapita Tikopia sailing in front of the active volcano of Rabaul bay…. What a scenery!

# NEWS FOR SEA PEOPLE

Hello all,
Two magazines ago, I put out a plea for a new secretary, and Paul Evans, living in the Isle of Man, volunteered for the job. Unfortunately, Paul's circumstances have changed, & now can not take on this role, so I am sending out another plea for another volunteer to take over urgently.
Paul has said that he will continue to take any phone calls, which has been helping me out greatly, & here at the PCA office, I will continue to process any renewals & new members, continue passing on material for Remy, & answer via e-mail & letters, any queries where I can, and most importantly, post out your SeaPeople magazine!
Because Paul hadn't had the chance to collect all of the PCA stuff, the paper files of the membership, the boxes of back issues & merchandise, & the PCA tents which get used for events, it is all still in Bournemouth. There is discussion amongst some of the committee, that the PCA may have to consider paying for storage for some of the back issues, unless there is a volunteer again who is able to help out again
The PCA has been on tick over for nearly a year, now, it needs some young (at heart) new blood to come in , and to take the PCA forward to a new future. Get in touch with any of the committee people if you think you can help

On a different note, I would like to thank everyone who sent their condolences after reading about Ken's passing. I'm sorry that I haven't replied to each of you personally. Ken did so much for the PCA, I can only hope that what I have done is at least half as good as his work for the PCA. And with your help, the PCA will be able to continue for many more years to come
Yours, in hope, Anita

**Publish your texts and pictures.**

The lack of documents to publish is a constant problem for the magazine editorial team.
Here is a list of subjects that we would like to publish:
1- Sailing on the inland waters (lakes or rivers)
2- Sailing in family & also sailing with kids.
3- Preparing a great voyage.
4- Tricks & tips about any nautical subject.
5- Cooking recipes for the board.
6- Interviews (you might have a neighbour who is building a Wharram or have owned one...)
7- Trials (become a trial journalist for one or more issues just by sailing on a Wharram and making a report about the boat abilities. That could be your own boat. Don't forget the pictures under sail and the interior layout pictures).
8- Cat corners (write a report about a place you have loved to sail in and the people you met there)
Any other subjects are welcome...
It is up to you!

For those who not yet noticed it, the web site address have changed. Now if you want to visit us the new address is:
**www.pca-seapeople.org.uk**

# PCA EVENTS

| 2009 dates | PCA meetings & other events | Contact |
|---|---|---|
| December 11, 12 & 13 | Hui Wharram winter meeting<br>Hobe Sound, Florida Keys, USA | Dan Kunz & Gene Perry |
| Others? | | |

Please, check the website for the latest infos about the meetings or ring the PCA office

## HOW TO HOST A MEET?

**What's needed to host a meet?**
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams.
A couple of anchorages within a day's sail
Pre-designated pickup points.
Site for a BBQ or inexpensive restaurant.
Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've intended meets at 4 different locations. They've all been different and they have all their own personalities and charm.

Organising a regional social is even easier. All you need is to designate a time and a place. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailing (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies

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Polynesian Catamaran Association

All members contributions in the form of articles, letters and photographs (*black & white or colour print or transparencies)* are welcomed by Sea People.

All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value.
All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

The texts published in the magazine are the authors' responsibility.

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/ burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to pcatxt@pcaseapeople.org.uk (for articles, simple txt is best, .doc (MSWord) is fine also) and pcapix@pcaseapeople.org.uk (for pictures or drawings) .jpg format preferred (others less so).
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)

Please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 of 900Kb

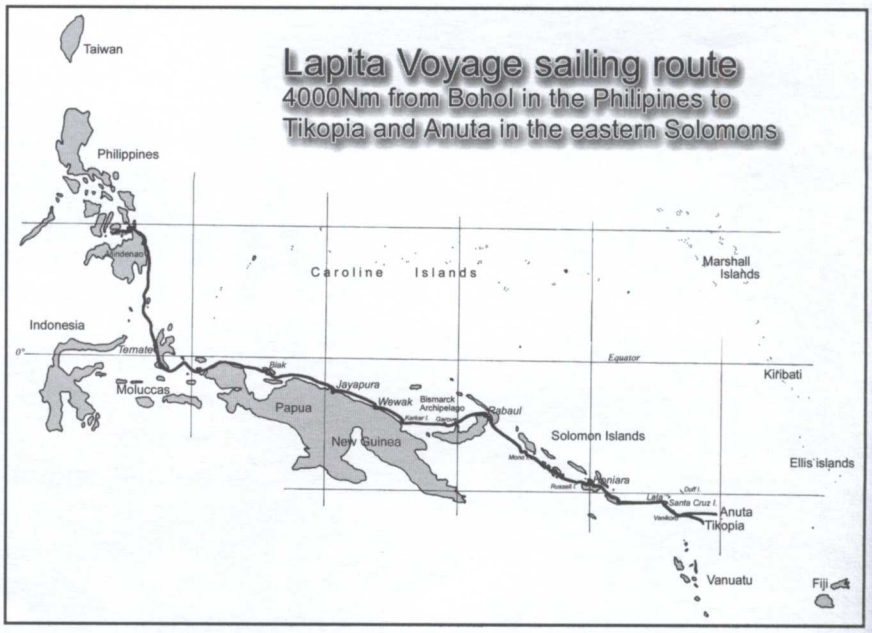
# *Thank you all!*

As many editors of the Sea People magazine before me, I have been in a distress situation when I realized, few weeks ago, that I had almost nothing to put in the magazine. I know now what is the fear of any writer in front of a blank page…
Since the tragic death of Ken the association has been left almost beheaded. The time to think about that sadness fact and the normal date for publishing the magazine have been outdated.
So, I have thrown several bottles in the water, hoping that some of them would arrive at destination, somewhere on a friendly coast.
I must say that I have not been disappointed at all. The sailor solidarity is not an idle word. Just few days later I have received texts and pictures from many places in the world. From England, Florida, Austria and even New Zealand. Finally, I got almost too much to publish. But I have found the place for everything.
I must thank you all much more than the simple words in this editor's note. Your quick response have probably saved your magazine. So thank you Sam, Dan, Gene, David, Gerald and Hanneke, Anita... I have been deeply touched by your kindness.
For the other readers of this magazine, never forget that the Sea People magazine is yours and made with your texts and pictures. Never hesitate to send few pictures or few words about what you are doing in the Wharram world, even if it is just dreaming or doing a short sailing circle in the local duck's pond, you are welcome in these pages.
I am very sorry for the delay of this issue (and also the next one) due to the above reason. We will go back to a normal publishing schedule for the very first issue of 2010.
Until that date I hope you will enjoy your reading…

Rémy Roy.

# SAILING INTO THE PAST

*Having begun almost three years ago with the dream of a little team, the Lapita Project have been led to its achievement this year after a hard work of designing, planning, money searching, construction and, finally, sailing.*



The launching. Always an emotional moment.

**The launch and preparation.**

On the 26th October 2008 the two boats for the 4000 nautical miles long voyage, 'Lapita Tikopia' and 'Lapita Anuta' (named from the Island names where they will sail to and be donated) , slipped into the water without a hitch.

Blessed with few words and a splash of coconut milk from expedition leader Klaus Hympendahl and James Wharram they were heaved down a beautiful white sand beach and into the Pacific. The boats now rest in the shallow, turquoise waters a short paddle from the lively bars and restaurants of Alona Beach, Panglao Island, Philippines.

Most of the crew are aboard and last preparations and provisioning is being done.

On the October 28th the two Lapita Voyage canoes were given an official Farewell Ceremony attended by the Governor of Bohol, various local dignitaries, press, and the complete building team.

The workers at Andy Smith Boatworks have been magnificent. The boats are beautiful and were completed on time. When Hanneke Boon during her short speech praised their work and mentioned the bit of spirit ("Mana" in Polynesian) that every man who worked on the boats had put in, James was deeply touched.
Three days later, James was sitting in his shore quarters listening to the rain lashing down. Soon the expedition will "cast off" for the 4000 miles voyage to Tikopia and Anuta. He found himself as anxious before a voyage as he ever been and wrote about this anxiety.

# LAPITA VOYAGE

above: James and Klaus discussing before the launching of the two boats.

Lapita Anuta sailing along the Indonesian coasts. Note the Melanesia canoe design attached on the deck to be used as tender...

*"I am writing about this because this anxious feeling is a common, but not always discussed, feeling amongst first time voyagers on their new boats. You know your boat's history; you know it is well built, but deep down, you wonder are you up to the boat's abilities?*
*The best way to begin a long voyage (or start a summer cruise) is to take it easy for the first few days. Do not push to get away from the shore people who are used to scheduled trains and air flights. Let the spirit of the boat and the voyage slowly seep into your system*

*Of course this Lapita Voyage is following a scripted schedule with stops at fixed ports on fixed dates for crew changes, with TV crewmen with their own agenda aboard, articles for newspapers and magazines to be written. So the reality of what we are doing is not the same as the device I have just given.*

*When we sail, weather permitting, on Monday 3rd November, there will be a need for an immediate mental adjustment. We can no longer control objects – boat building, store loading, etc. We have to work with the uncontrollable forces of wind and sea."*

Hanneke and James came out a month before the departure to the Philippines. Since then Hanneke has led a group of men in making all the sails, hand stitched from "Canvacon" fabric and "Liros natural hemp" rope, both of which were donated to the project by the manufacturers.
Ten days later them Klaus Hympendahl, the German leader of the project, came to join them with a great heap of world connecting electronic equipment, which he proceeded to fit. Then there came Matt, the British camera man who has been working hard to get all the final stores loaded, press releases written and publicity raised.

**First leg aboard 'Lapita Anuta'.**
The boats left Panglao the 3rd of November as scheduled. As is usual with a new boat the weather and sea Gods set out to test her and the new crew. The Lapita Voyage crews certainly got a testing. The first night was horrid. James and Hanneke had never experienced such rough, lumpy seas with such relatively light wind before. With the decks like a skating rink (because of the coating of coconut oil), the new sail rig and steering paddles, it gave to the sailors and the boats the best testing that one could have asked for, though it did leave everyone shattered. It showed up every little problem that had to be solved before setting offshore.

On 'Lapita Anuta' the small mizzen have been changed early and the foremast have been leant forward, which gave a better balance and made stresses on steering paddles and the crew less. By morning it was obvious to make harbour and reassess the boat and find out how 'Lapita Tikopia'

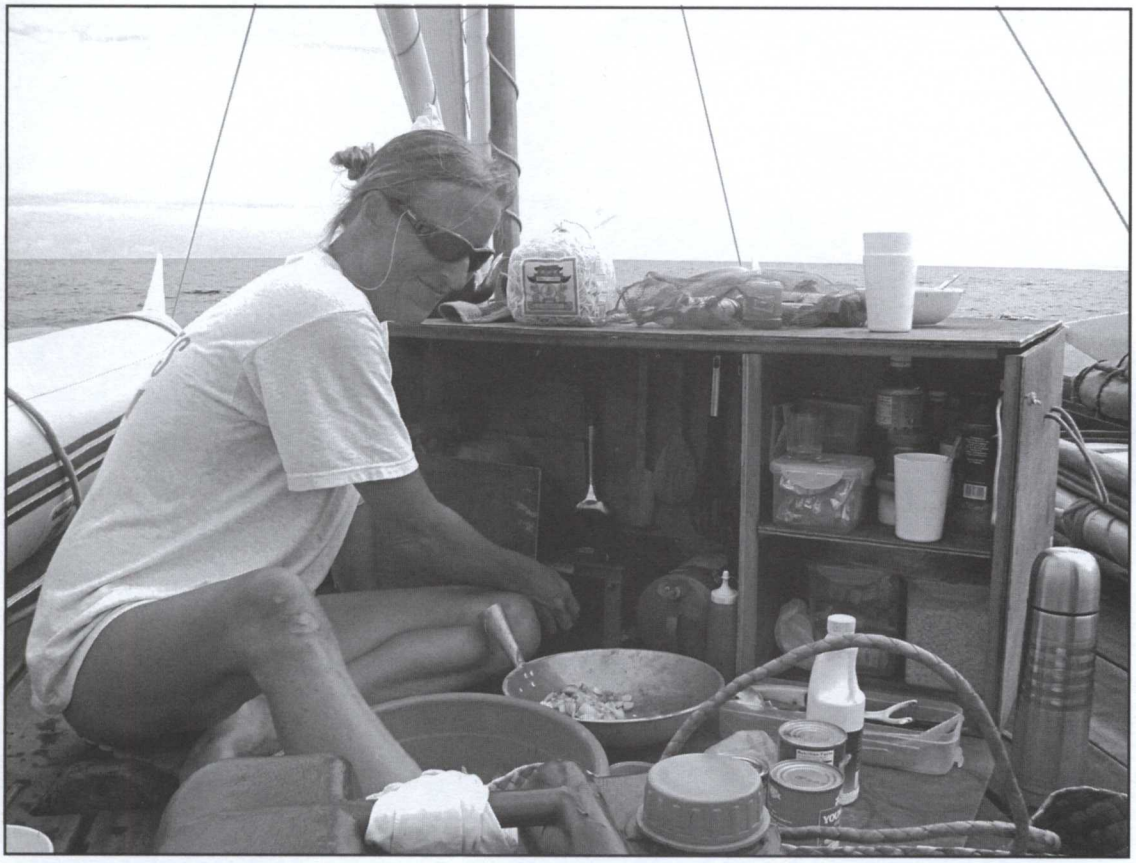
had fared. 'Anuta' was able to sail due North straight to a wonderful little fishing harbour called Luay on the South coast of Bohol. The double canoe sailed into the river mouth and moored in flat water near many fishing Bankas.

In Luay 'Anuta' was started to be set up as the crew personal home. The sun awning was improved with shade netting extensions. The cook was now made on deck as the tiny galley below was too hot and dangerous with the temperamental primus stove. Hanneke designed a "cookbox" and sent the drawing to the boatyard where two of these were produced in record time. The box also has a storage compartment for the dinghy outboard motor.

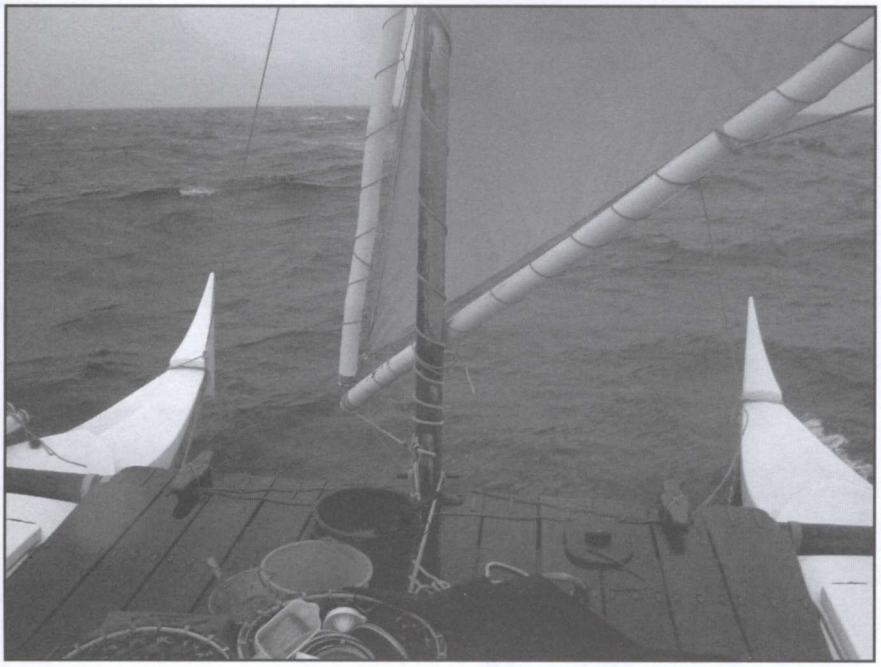
The crew on 'Anuta' were James (the "Admiral"), Hanneke (the "skipper"), Matt (the freelance camera man and hard working crew) and the fourth was a Filipino scientist from Manila National Museum. He had been invited to sail onboard only the week before the launching Ceremony. Dr. Eusebio Dizon (better known as Dr. Bong) is a highly respected underwater archaeologist, who had written many papers on the ships found round the Philippines. He is also an experienced field worker and, though he had never sailed before, made a wonderful crew on our boat. That first horrid night he stayed calm and happy in spite of being doused in seawater in his bunk. Once in Luay he quickly settled into the 'Anuta' primitive boat life, helped with the sewing of the awning, was an expert at lighting the primus stove to make cups of tea and got up in the early morning to arrange buckets to collect rainwater.

While Matt and Hanneke travelled two days by bus to Panglao to help with work on 'Lapita Tikopia', James and Bong had a continuous seminar, discussing seagoing Mankind from thousands of years ago, to the fascinating finds of ships carrying Chinese ceramics from the 14th Century. Everybody was sorry Bong had to leave after just one more nice day sail along the Bohol coast. That nice day along the coast and the day after were the only nice sails for the next two weeks.

Attempting to reach the town of Surigao on the North tip of Mindenao was a huge struggle against contrary winds and current. After two days with squalls and rain and getting close to the Mindenao NW



Hanneke and her cookbox on the deck. It's ready!



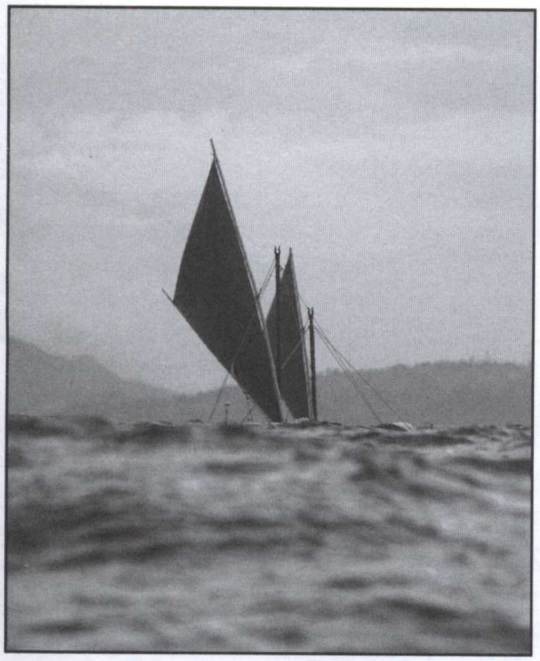
coast, 'Anuta' was driven back by wind and current and it took another 24 hours to reach the little bay at Pintuan. It did give a lot more experience in sail handling and sail changes.

The only option to get round the North tip of Mindenao and through the narrow straits was to find a tow, or it might mean having to wait weeks for a favourable wind. Nobody had the time to wait…

In Surigao a tow was arranged with two Bankas (Double outrigger canoes of the Philippines. The word Banka has the same root as Wanka, Waka, Vaka, Va'a, all meaning boat/canoe in Polynesian languages). A new tightening system for the steering paddles was also devised, using a "Spanish Windlass" along the side of the cockpit. This has proved itself and allows the helmsman to pull the lower part of the paddle in really tight, even at speed. This prevents chafe, as soon as there is some slack in the rope it starts to chafe, but if pulled up tight it does not.

Within few hours of being released by the towing Banka into the Pacific Ocean swell, the boat met her first squall to which the crew dropped all sail and lay ahull, then a spell of hardly any wind and so it went on. After 24 hours one rudder was suffering chafe. A new knot was made and the Spanish Windlass worked well to retighten the system. By midday on the second day a really hard wind squall hit the boat and it was again necessary to drop all sail. The boat again drifted beam on. Some work on the rigging was done but as the crew was about to hoist sail again another worse squall came in. It was tried to hoist the little storm sail but even that was too much.

One of the rare moment during the first legs where the two boats could sail close.



The rain beat down on fierce, rapidly increasing waves with big white caps. So the boat was laid ahull again hoping the wind would subside.

Hanneke checked the GPS position and found that they have been set closer inshore by the last squall and with this wind would not be able to clear the large reef off the coast just to the South of them. They made a quick decision that the only prudent move was to head straight West into Bisling Bay and find shelter. Bisling Bay is like a 5Nm deep rectangle cut into the coast. They ran under tiny storm sail before the Easterly wind with huge waves following. The visibility was bad; rainsqualls obscured the coast, but they could see the long manmade harbour wall behind which they intended to anchor. They sailed into shelter and dropped anchor by some little fishing Bankas.

It rained all night and, next morning, it was cooked food under the awning which have been set really low over the deck and the cookbox. A tot of rum cheered everybody up and all were very pleased to be in shelter. At least all the water containers were refilled by morning! Aboard 'Anuta' people were worried about Klaus and 'Lapita Tikopia' and hoped they were South of the reef by the time the squall/gale came in. The next morning they got the message that 'Tikopia' has arrived safely, but exhausted, at the arranged meeting point further South.

'Anuta' left Bisling Bay in the early afternoon (20/11) while the wind was blowing from the West and the tidal current was favourable. It was still raining. That following night the weather got better and it was a more peaceful sail. The next day was even better and it was at last possible to air all the cabins and wet clothes. Towards sunset Anuta was close to the bay where 'Tikopia' had sheltered. They set off to join 'Anuta' on her way south.

Soon after they set sail the two boats lost contact and each one did not hear from the other again until they arrived in Ternate (1° N; 127°E) nearly 400Nm later.

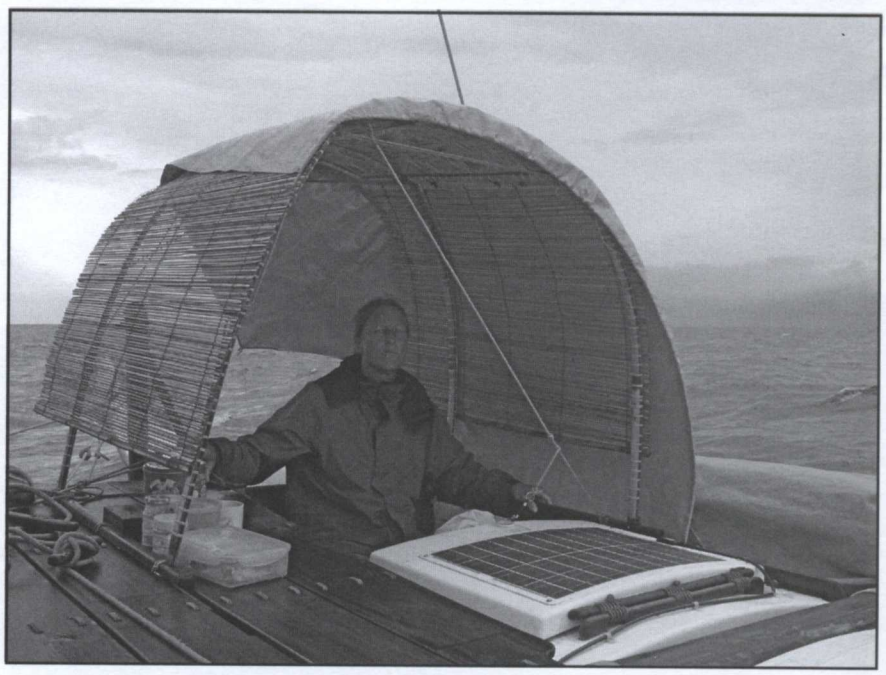
These 400Nm took the crew five and a half days non-stop, with an approximate 3 knots average speed. The weather was very changeable with lots of rain and squalls (winds up to force 7-8 Beaufort) and very dark nights as the moon was vanishing very fast. It was hard and tiring sailing.

For the Anuta crew it was a surprise to find they were the first boat to arrive in Ternate, a not very glamorous town, with lots of little kids swimming and screaming round the boat all day long. They were glad to hear Lapita Tikopia was close by and to see her sail in at sunset.

**Second leg.**

Before the beginning of the second leg of the voyage some changes in the crews have

Hard and tiring sailing under a constant rain.

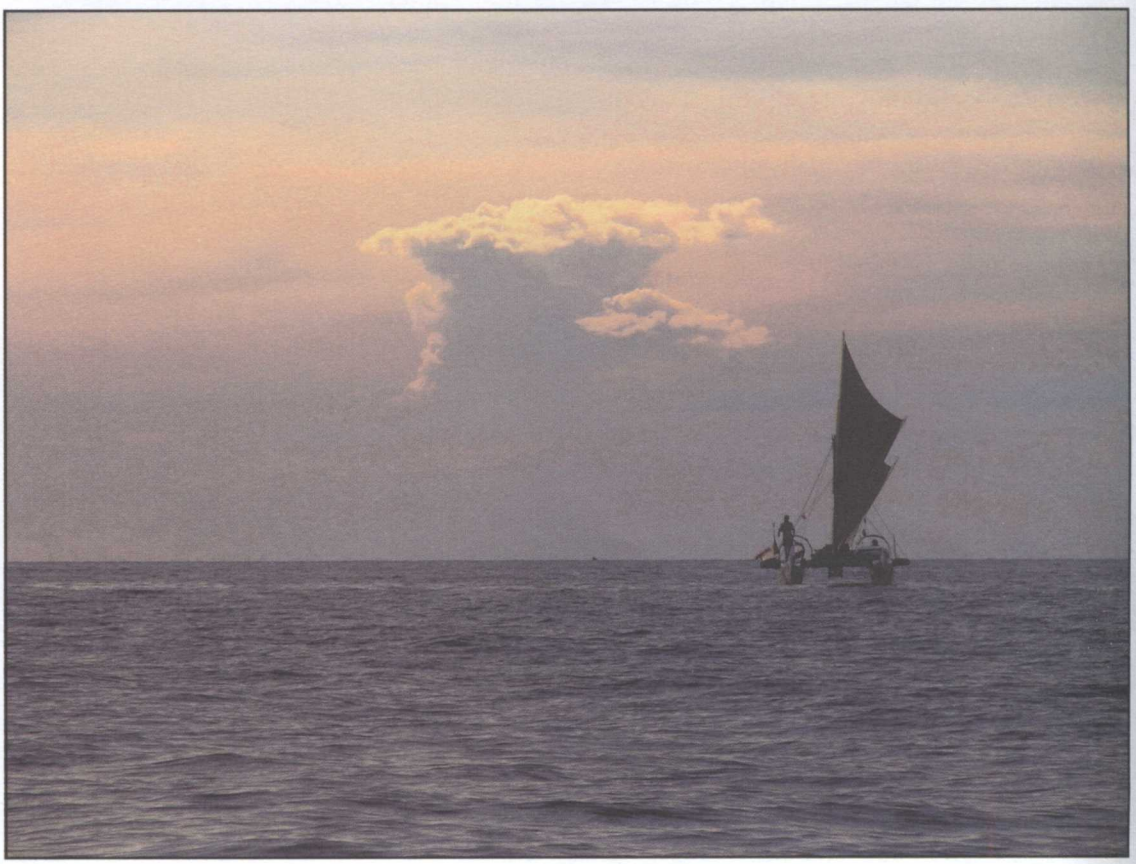


been arranged. Christoph, a well known participant in the world of luxury yacht sailing, who had sailed on the first leg from Bohol to Ternate on 'Lapita Tikopia' with Klaus came on board of 'Lapita Anuta' because of some dissension with Klaus despite belonging to the same Düsseldorf Yacht Club.

It is a well known fact of sailing life that your best shore friend can become almost a hated enemy when sailing in close quarters under hard weather conditions.

So, in Ternate, 'Anuta' lost her well liked, hardworking English cameraman Matt to Klaus' boat and got the bon-vivant sailor Christoph as crew in exchange. Christoph has an excellent sense of humour. He had strength to easily pull up sails but was not fond of washing dishes (what man does?). For a man from the world of easy sailing on luxury yachts he did well.
However, Christoph had to leave 'Anuta' at one civilised spot, the small Island of Kri in the Dampier strait. So from there to Korido (290Nm, which took to 'Anuta' 6 days!) the sole crew aboard 'Anuta have been a 30 year old German woman journalist who has been commissioned to write an article for the German magazine "Die Stern" about women aboard.

Eve admits she does not like camping (life on the Lapita boats so far has been equivalent to extreme camping). Her last six years has been spent sitting behind a computer writing a dissertation on Post War German women. However she has proved one of the James' life theories: women make magnificent boat crew.



The huge space of the Pacific Ocean.

James is used to say that his partner in life and design, and skipper of 'Lapita Anuta' on this voyage, Hanneke, is aggressively (to a man) self-assured and efficient as a boat woman, but she started her sailing life as a small child. Eve for her part started her ocean sailing life just a few weeks ago in Ternate. She has turned out to be a brave, hardworking sailing woman and, most important, one with sense of humour. A pity she has to leave 'Lapita Anuta' in Jayapura for another writing assignment, but she will hopefully return in Honiara (Solomons Islands).

Another Christoph have been also boarded on 'Lapita Tikopia'.
So, it is with a new crew that 'Lapita Anuta' started the new leg (900Nm long) in the Lapita Voyage which will end in Jayapura in the morning on Christmas Eve.
During the night of the 3rd December 'Anuta' crossed the Equator line off the West coast of Halmahera in Indonesia. Finally a beautiful night sail, the sort you dream about, with the new moon over to the West and the constellation Taurus and Pleiades to the East, sailing along at a sweet 3.5 knots on a calm sea. To respect the tradition some rum was drank for the occasion.

The line crossed everybody was hoping that the Southern Hemisphere weather would be nicer as the expedition will now sail far away from the Northern Hemisphere Tropical Typhoon area. But calms and contrary winds will make progress on the planned route irritatingly slow. Calms on an engineless sailing ship are totally frustrating.

In the past sailing on a "non-engined" boat was of the greatest value. The modern yachtsman is an "engined" sailor and the possibility to just switch on the engine to keep moving in a calm or for entering and leaving harbour gives to that modern sailor a different mental frame work. Klaus planned the routing as a modern sailor, who can expect a 100Nm day average. On this voyage there was no more modern sailors. Everyone was an ancient (before 50 years ago) "wind only" sailor. So each one has to mentally adapt to living on the sea as Seapeople and be patient as Seapeople. For James, who adapted to being a Sea Person years ago it was easier to adapt back again, though to be patient in a rolling calm is always a tough challenge.

Sometimes the nicest anchorage can become the worse place because of some intrusive clearance officer...

This second leg of the voyage will be 3 weeks of hard sailing with too much sailing and not enough time to relax ashore because of due schedule (dates for crew leaving or boarding, constraints of a modern expedition with a press follow up). The boats have anchored few times in pretty anchorages, but have to leave again the next morning without time to explore the shore. It was difficult anchoring on the steep coral ledges that surround islands, too shallow close to the shore, too deep just 20m further out, so the only way was to anchor parallel to the shore with fore and aft anchors hooked into the coral slope at about 6-8m and hope there is no strong onshore wind in the night, or the tide dropping and one hull scraping in the coral!

There was one idyllic bay with white sand beach at the South end of Gebe Island, the last island off the South east end of Halmahere. But this beautiful place was spoiled by the visit of a intrusive police man, who we found hard to get rid of. He spoke no English at all, but was still capable of making us all feel thoroughly uncomfortable.

This was the time that Christoph (the 2nd) who joined 'Tikopia' in Ternate, developed a serious Bladder complaint that turned serious as time passed. Unfortunately the

The boat is sometimes hidden by the big swell.

extensive medical kit did not contain a catheter and the British 'Ship Captain's Medical Guide', which tells you how to use one, was aboard 'Anuta'. Fortunately Gizela, the one woman crew member on 'Tikopia', had experience in administering a catheter. What this did show was that a medical problem can turn serious so far from outside help.

After Gebe it was time to negotiate Dampier Strait at the NW end of the head of New Guinea. Nobody had tidal information and 'Anuta' faced with contrary currents in the narrows. Later Hanneke heard the times the current would be in their favour and made use of this.

On the North side of Dampier Strait is the small island of Kri. Unfortunately the anchorage was in a tiny lagoon where the surf rolled in and made sleeping aboard very uncomfortable. In Kri the two Christoph left the expedition, one was too ill to continue and the other needed to catch his plane on time. There were now just three crew on each boat. On 'Anuta' this was James, Hanneke and Eve, the German journalist.

Anuta's crew now faced a long distance without stopping, 300Nm to Biak Island, where three new crew would come to meet the boats (rather than wait in Jayapura) and one would need to leave. The voyage was still well behind schedule so could not afford more stops and anyway, there was not much to stop at along this coast. This was a hard sail taking 6 days with, as first challenge, a short (4 hours) gale in the night, probably about force 7, along the coast off the "head" of New Guinea. 'Anuta' was running before the wind under storm sail. James and Hanneke both steered, one on each tiller as one rudder did not give enough steerage in the breaking following seas. The next day Hanneke made a sea anchor from two nesting rattan

Lot of wind and rough seas. The little stormsail on the foremast is well enough.

Self steering on the flat sea.

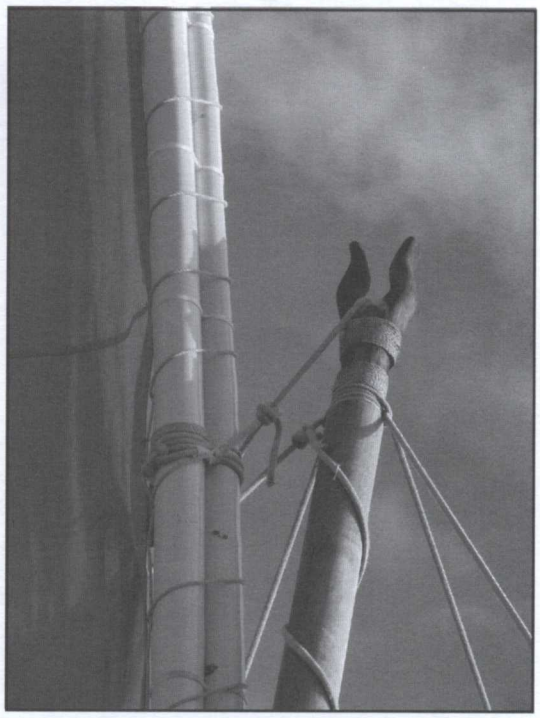
Filipino baskets, so if 'Anuta' would ever caught out like this again her stern could be kept to the waves. A few days later Hanneke also fitted a tillerbar, connecting the two rudders, which does make steering more powerful.

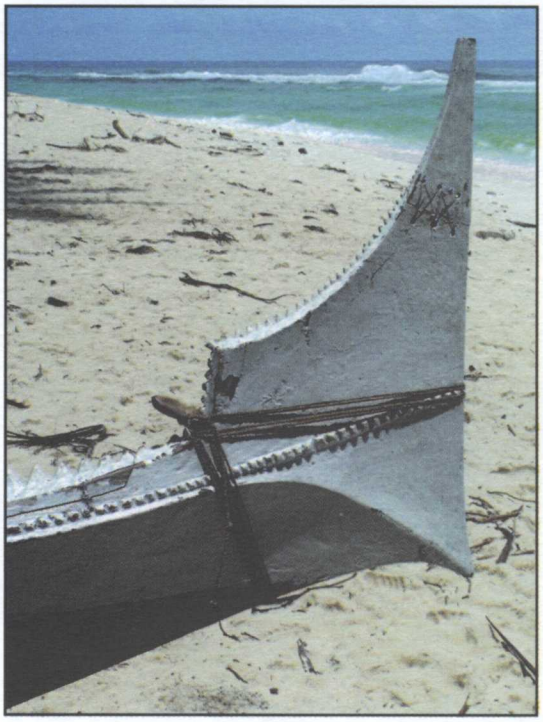
By sunset the next day 'Anuta' got a huge swell with little to no wind. With no wind the steerage was lost and the boat then naturally lies beam on to the seas, so you can imagine lolloping about for hours in huge beam seas going nowhere. Later the crew discovered that this inordinately rough seas have been generated by a typhoon which hit Guam and the Marianas (North of the Equator) and had effects as far south as Papua New Guinea/Bismarks. Then more strong wind in the night and the inevitable sail changes. Eve was feeling sick but she always came to help Hanneke do the sails while James steered. Next morning back to the swell and no wind, then cloud and pouring rain. Will this ever be a nice voyage?

The last three days more of the same, clouds and rain to no wind and very hot. The first 4 days the average was 68, 73, 72 and 53Nm per 24 hours, but on day 5 it was just 16Nm, due to total lack of wind, and what wind there was, it was from front.

The crew was looking at the Western end of Biak Island all day but could not get there. 'Lapita Tikopia' had been a bit luckier and was about 8-10Nm ahead of 'Anuta'. They decided to use the dinghy motor to try to get into the village of Korido before nightfall, so Gisela could get to her aeroplane on time. She just made it!

'Anuta' carried on through the night and





One of these beautiful nice canoe bows.

finally had a beautiful self-steering on a flat sea, this was more like it. About 3-4Nm from the village Hanneke could not see it, as there were hardly any shore lights, but could *hear* it and pinpoint its position on sound. Somehow they had disco music on loud at 4.30 in the morning! 'Anuta' arrived in Korido village early in the morning, just as the clouds opened with more pouring rain.

A couple of days in the nice little village of Korido did something to get over the overdose of hard sailing, but it was not long enough. 'Anuta' sailed on to the port of Biak for buying supplies and unknowingly anchored off the naval base (again in the dark). The naval officers were nice and helpful. They gave the crew a lift to town in their truck, but it was again necessary to go through the usual endless Indonesian paperwork.

The final long stretch to Jayapura, another 300Nm, took 4 days. Finally the end of the 900Nm long second leg of Lapita Voyage was reached when the anchor was dropped at 2am in the morning on Christmas Eve in the smelly harbour of Jayapura. 'Anuta' did a rather neat entry under sail in the dark and rain. The crew felt pleased with himself but was EXHAUSTED!!

**Third leg.**

One day in Jayapura, a typical Indonesian town, was enough (Crews did have a little Christmas Eve party ashore) and as soon as the customs cleared the boats, left.

With stage 3 of the Lapita Voyage (Jayapura to Rabaul) the expedition entered a new phase. Hanneke and James finally

One of the local canoes. Note the similarity with the James & Hanneke designs. Note also the little bird carved on the top of the bow

got a chance to meet and study the local canoes, one of their main aims of this voyage. The other aim was to discover how Tama Moana design sails in all sorts of different conditions and this stretch of the voyage gave them several superb sailing test opportunities.

From Jayapura 'Anuta' sailed direct to Wewak in Papua New Guinea on Christmas Day. Wewak was the first New Guinea port. Everybody hoped to find nicer surroundings and some peace for a rest but, with large waves rolling on the shore, landing was difficult. Also the locals told that everybody had to be very careful with security as another yacht had had "Rascals" come aboard to rob them.

At this time (Biak to Wewak) there was 5 crew on each boat and two were to leave to travel overland. At first there were going to be Eve and Philip but, then, Rudy became ill with a serious leg infection and septicaemia from just a tiny scratch. He needed daily antibiotic injections for 10 days at a hospital. James was also suffering from exhaustion and needed a break from the continuous sailing regime. So the two of them got flights to Rabaul to await the 'Anuta' arrival.

A route to Rabaul was planned via some of the smaller islands in the Bismark Archipelago. The first one was Karkar Island. Some information from Chris Bone of Oceanwatch told that there were many canoes here. Chris have also given some names of the locals who were friends of him.

With little detail of the island on the on-board small scale chart, the Anuta's crew had to explore a suitable anchorage himself. The two boats, 'Lapita Tikopia' and 'Lapita Anuta', arrived together and 'Anuta' sailed into the bay in front of the village named by Chris Bone. There were waving people on the shore, however this bay appeared too deep for anchoring, particularly in an onshore NW wind. So 'Anuta' tacked out again, meantime 'Tikopia' explored the next bay to the North, which had more surrounding reef and it was found there shallow water and helpful people. The crews joined them there and managed to find a small patch of

Sketches of Melanesian canoes as they come surrounding the boat at each arrival.

black sand amongst the coral to place the anchors in. Immediately the boats were surrounded by canoes and many friendly people.

Without James, Hanneke took every opportunity to photograph and sketch the canoes and ask questions. Generally it takes one or two weeks to make a small "dugout" outrigger canoe, depending on the skill of the builder. The canoes in Karkar were for fishing and were fairly short and fat, but many were painted nicely with patterns on the sides. They all had two upright notched sticks on which fishing spears could be laid, which were decorated at the top with either fish, birds or dolphins.

Hanneke was told by an older man called John that up to the 1970s there was a trade by sailing canoes from the mainland at Madang to Karkar, bringing pottery in exchange for food produce. This trade was apparently stopped by the government because it was claimed to be 'unsafe', i.e. canoes sometimes got lost. Nowadays most transport in New Guinea is by "banana boat", a long narrow fibreglass speedboat with large outboard motors.
After one day visiting the people on the island it was time to sail on. That morning the wind sprang up early, quite strong, and it was in haste that the leaving was made, as the NW wind is directly onshore in this bay. Sailing out of a situation like this is called, in sailing terms, "clawing off lee shore", so this was going to be a test if the boats could do it. The crew hoisted sail and got ready to raise the anchor. 'Anuta' was quite close inshore, so Hanneke told to her crew that they only had one chance to get this right (or the boat would be on rocky shore). It was important to get off on the

right tack, so everyone was ready to back the mizzen as a wind rudder to get the boat pointing the right way. Unfortunately, though the anchor came up clean, the tripping line was caught round a lump of coral. The only thing we could do was cut the line and leave the buoy behind.

This little emergency had slewed the boat a bit and we had to get her round on the starboard tack so the sails would start to draw. With the sails held aback to turn her, she, at first, was sailing backwards. But, just in time, the mainsail started to draw and 'Anuta' pulled away from the shore. That was only about a boat length behind the boat. Pfeww!! 'Anuta' sailed close-hauled and cleared the reef at the South headland of the bay: she had proven her windward ability!

But there were more tests in store for the crew. After a day of changeable winds (5th January) getting round the South of Kerkar and neighbouring Bagabag island, by 10 o'clock in the evening the wind and waves increased. The wind was now North, slowly turning more NW, but much stronger than the forecast NW 3-4, more like 4-5 with 6 in the squalls, with rough seas increasing in size. 'Anuta' was sailing down with the small mainsail on the foremast only. Still 150Nm to go, due East, to the planned next stop at Garove island in the Witu group. Garove has a large crater lake that would give good shelter.

Another day of sailing in bad weather ...

On the second day the best mileage in 24 hour so far was done, 120Nm, as mostly 'Anuta's mileage are 60-70Nm on the good days and a lot less with changeable or light winds, which is very often.

The worse was to come. Day three (7th January) started at midnight with a change to the stormsail as the wind was now WNW around force 6. The seas were very rough with much water coming on deck and the cabins getting wet inside. The large deck hatches are not completely watertight. By 02.30 the wind got even stronger and the stormsail was taken down. Hanneke tried out the sea anchor (made from two nesting rattan fishing baskets and a weight). The sea anchor was not effective to keep the sterns into the wind. The boat determinedly turned beam on as she always does when all sail is taken down. This however was more comfortable than expected. The big waves just rolled under the boat, the hulls lifting over the crests, with only the odd awkward breaker coming over the decks. The tiller was lashed and 'Anuta' moved a gentle 1.1-1.2 knots sideways in the direction Hanneke wanted to go until dawn. The crew tried to sleep into their wet cabins. At 6am the stormsail was hoisted again. There was still 22Nm to go to Garove waypoint and everybody wanted to there as soon as possible.

With the following wind from the West 'Anuta' was sailing at 5-6 knots with rain as well as waves making everything and everyone wet. By 10.30 the waves were huge, the wind around force 7 gusting 8 and the position was near the waypoint which Hanneke had set about 2Nm SSW of the island. Thick rainclouds were making visibility terrible and it was impossible to see the island.

As 'Anuta' drew close to the waypoint there was still no land in sight. So Hanneke asked Peter to get a new waypoint right in the entrance to the crater lake off his computer chart as her paper chart was rather a small scale. As Hanneke entered the waypoint into the GPS, to her horror she found 'Anuta' was 9Nm South of where she thought they should be. She thought that she must have made a mistake with her waypoint latitude, what now? Would they

The decks looked like a market stall with clothes, mattresses and blankets draped everywhere

have to bypass Garove altogether and face another day or more in these storm conditions? What would Klaus do if they did not turn up, they could not reach him on the VHF? To make the harbour they would have to take the wind on the beam. Would she able to sail like this in these huge seas. Matt encouraged Hanneke to try, so they did.

Here is where 'Anuta' showed once again what she was capable of. Under tiny stormsail she ploughed on tacking the wind forward of the beam, so it could be possible to make track for the harbour entrance (including about 15-20 degrees leeway and drift). The next problem was how to get in, for the wind started to head them as they drew close to the island. Two canoes, without outriggers, came paddling out, handling the big seas beautifully. The half naked men inside them were also beautiful and savage looking, but in fact friendly and giving advise to head for the NW side of the entrance.

In order to be able to manoeuvre into the harbour entrance more sail was needed and a mizzen for tacking. So a fast sail change was required as soon as there was some wind shelter close inshore. In 5 minutes the stormsail was dropped, the small mainsail hoisted and the stormsail set as mizzen. The crew excelled themselves as the boat was drifting close to the rocky shore. Now some tricky tacking, close to a rocky islet with a "Cross" on it, then two more tacks and 'Anuta' was in the sheltered NW corner under the mission church. Using the mizzen as "wind rudder" she never missed a tack. The canoe men caught up with the crew and helped them lay out a second anchor close inshore, as usual the bottom dropped off steeply, making anchoring difficult.

Soon the decks looked like a market stall with clothes, mattresses and blankets draped everywhere. Then to 'Anuta' crew surprise, two hours later, 'Lapita Tikopia' appeared from round the headland, motoring with the dinghy between her bows. It has not been possible to make VHF contact with them for over 36 hours.

Garove is very remote as it is quite a distance from mainland New Guinea. The people live in simple, small huts on stilts made of wood and thatching, mainly self sufficient for food. The village is nestled in a wooden hollow under the rocky hill on which the mission church is built, with

The local boat houses on the beach.

many huts built under the shelter of the cliff face.

What delighted Hanneke were the beautiful sleek outrigger canoes, pulled up all along the rocky waterside. The headman, Terence, paddled out in one and she got a close look at the beautiful fixings of the crossbeams and float. These canoes are about 7m (23ft) long and very slim, with two cross-beams placed close together and a sleek outrigger lashed on with U-shaped attachments. Terence explained how it was built by his father, taking approximately two weeks, and what wood was used. Hanneke was very pleased to find these same canoes in Haddon and Hornell's "Canoes of Oceania" showing all the same details and names of the parts. Everything was built using natural materials, including the rattan lashings and even the black, blue and white paint. These canoes last about 4-5 years, but many of the small parts and lashings are renewed once a month.

The boats and their crews stayed one day in Garove, hoping the wind and seas would go down.

The next day 'Lapita Tikopia' left first, at about 10, the wind was still gusting strongly. On 'Lapita Anuta' the crew prepared the boat carefully, fitted extra hatch ties, had a lunch and left early in the afternoon under stormsail.

The waves were again rough outside and the wind strong. Then "bang", the starboard rudder was loose, the figure-8 knot (which Hanneke made new as the rope had chafed during the gale) had slipped off the end of the rope (lesson: leave a longer tail, don't cut off the old knot). The crew had to cut the tie holding the tillerbar to get the tiller out quickly, so Matt could steer with the port rudder. Meantime the boat was heading straight for the shore! Fortunately Matt was able to hold course with just one steering paddle, even in the large following seas. There was no way to re-fix the loose paddle in these seas while sailing, so it was necessary to wait until the boat came into the lee of the island. There the sails could be lowered and the paddle retied while

The local canoes with their specific Clipper bow (Watom).

drifting. Another lesson in how to handle the boat!
Over the next two days, on the way to Watom Island, off the North of the Gazelle Peninsula, the wind and seas slowly decreased and the last night had calm seas under a full moon.

Watom Island was where the first Lapita pottery shards were found by the German missionary Otto Meyer in 1911, so a significant stop on the Lapita Voyage. 'Lapita Tikopia' had people on board who needed to catch a plane so Klaus decided to continue straight to Rabaul.

Watom was a friendly little island, where the guide was called Pentecost, who knew all about the Lapita finds and the various archaeological digs that had taken place. The anchorage was right in front of the original site of the finds

Hanneke again was fascinated by the canoes, different in shape from the previous two islands. She looked at them and said: "these have a hull shape like the Samoan canoes, with a kind of *'Clipper'* bow". Out came "Canoes of Oceania' and to Hanneke gratification there was a description, by Otto Meyer himself, written in 1911, of how a new canoe shape had been introduced from Samoa!! Talking to the various canoe men, the names for the canoe parts are also still the same as in 1911.

The final sail test was when 'Anuta' sailed into Rabaul. Rabaul lies on the shore of a large natural harbour, once the 'Pearl of the Western Pacific', now a grey ash heap under the billowing ash clouds that continuously spew out of the very active volcano.

'Anuta' had to circle East and South round the headland with the volcano, dodging under the edge of the ash cloud, then had to head back North West into the large harbour, dead against the NW wind. The wind was nice and steady, a force 3-4, the sea smooth with just small waves. 'Anuta' was sailing under large mainsail and small mizzen, an ideal setting for a test of windward performance.

With compass and GPS Hanneke plotted every tack. The boat sailed at an average of 4.1 knots making 100 degrees between tacks on the compass; When plotted on the chart the angle between tacks was 120 degrees. This meant the boat was making 10 degrees leeway as apparently there was no current; The wind was very steady, every tack on the same compass course, so a perfect test. For a "Stone Age" boat with just 60cm draft and no keels or boards, with self-made ethnic design sails on bamboo spars, this was a remarkable performance and proves that Pacific double canoes in the past could have sailed to windward.

On the little pontoon by the Yacht Club stood James and Rudy waving the crew to the best place to anchor. Time to go ashore for a cold beer.

*(to be continued in the next issue)*

The last miles to Rabaul with the active volcano in the background. You can read the joy of arriving on Hanneke's smiling face.

## AUSTRIA

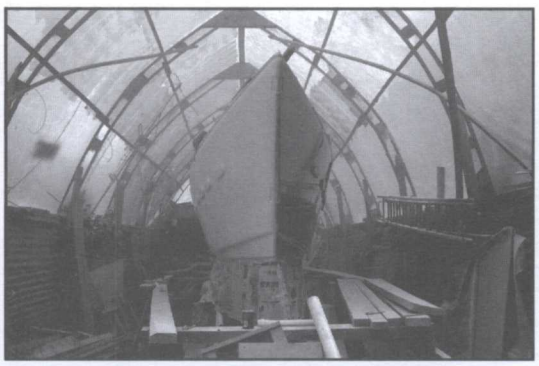
The reeds are making a good shelter.

This year the summer boat meeting in Austria was literally washed away by bad weather.
We had just the "Early Bird Meeting" on June 19th, 2009 with three Tiki 26 attending and we all had our problems in making it safely home.

The raft at night with the only three Tiki 26 that attended this year.

## NEW ZEALAND

From Sam Padbury, down under, we have received some pictures taken by his friend Friede Stewart.
Sam Padbury is building a Tiki (the number 46); We hope to get some news of this very nice building.
The little child, Theo, is Friede's grandson; maybe a future Wharram enthusiast.
And the white boat is a Tiki 46 newly launched in the Bay of Islands.

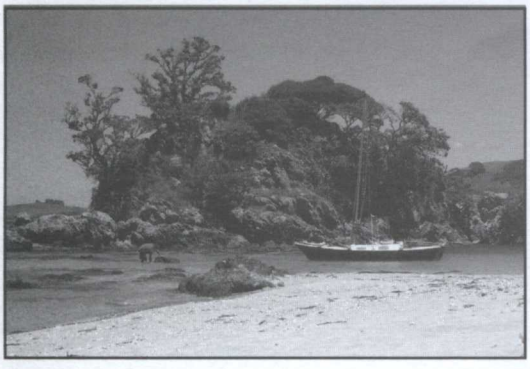


The hulls under painting. The finishing looks already nice.

Left: Sam is sanding the decks.
Right: the hulls Ready for being lashed together.

The finished crossbeams are moved to the place where the boat will be finally assembled.

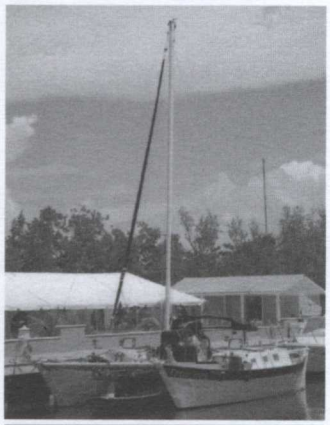
The finished boat. Now it is time to launch her and put the sails on.



Left: Sam's Tiki 21 named Ruru.
Right:: Wakataitea, a Tiki 46 newly launched and sailing with a crabclaw mainsail.

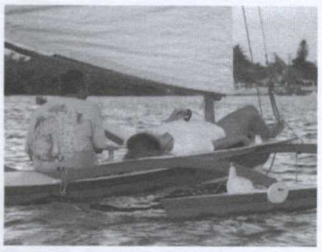
## FLORIDA (USA)

### 2009 Spring Rendezvous
*by Gene Perry*

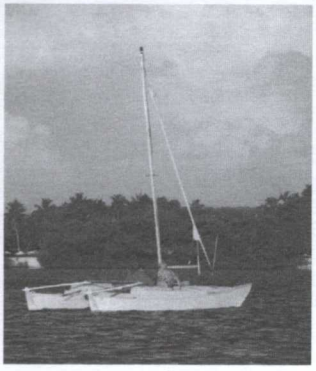


Gene Perry's cat

Tiki 26



above: cool sailing party
Below: the Tiki 21



The middle of May has again come and gone but will not likely be forgotten by many Wharram boat enthusiasts. Our second annual Spring Rendezvous was a great success.

Best of all we had 45 people at the dinner and a total of more 50 turned out. Nine Wharram boats attended. These are the people who make a "sail in" successful. Our floating attendees included:
Tiki 38, Hans Bortman from Punt Gorda (Florida)
Narai 42, Gil Grove and Annie, with Freddy from Key Largo (Florida)
Tangaroa MK IV, Dan Kunz from Islamorada (Florida)
Tangaroa 35 MK IV, Carl "SKIP" Lichty and Jan, his enthusiastic mate from Cutler Ridge (Florida)
Tangaroa 32 MK I, Joe Thrasher from Islamorada and everywhere
Tiki 30, new professional build by David Halladay and his wife with their son and a friend of his, from Jupiter (Florida)
Tiki 26, Gene Perry from Hobe Sound (Florida) with Dale Kipp from Jupiter (Florida)
Tiki 21, Tom Yarbrough from Islamorada (Florida)
And Melanesia (rebuilt and modified) by Kevin Hutchinson of Stuart (Florida)

Various other vessels were also there. Dan Kunz' AERE 4 inflatable catamaran, a Victoria 18' monohull and two dinghies of Casey Kipp from West Palm Beach, a beautiful Fountaine Pajot catamaran sailed in by Bob Gascoine and Jane Minty of Wavyline Publishing (the chart people) from the Turk and Caicos Island and a Corinthian 42 trimaran with Tom and Diana Leonard on board all added to a great weekend.

On Saturday evening we gathered bay side at the Lorelei for dinner. A power outage, not atypical for the Keys, just as the orders were being taken delayed the meal just long enough to complete the few items of business and award door prizes.

All who attended the dinner were given a ticket for a drawing and at the same time asked to offer a short name for a gathering of Wharram boats. This I believe was to shorten the title and eliminate the word rendezvous.

The winner of the naming contest was Dennis O'Shea with a Hawaiian name. In long form "Hui-o-waa-Kaulua-Wharram". "Hui" means a group or gathering united for a common purpose (further "o" means of, "waa" means canoe and is pronounced va-a with both 'a's short, "Kaulua" means two hulls (Kau=hull and lua=two)). So, it literally means a gathering of two hull Wharram canoes. In the short form "Hui Wharram" –a group or gathering of Wharrams. How or when it will be used I don't know at this time. Perhaps when we have a pilgrimage sail-in to our 50th state. I am willing and ready! Dennis was presented with a gift for the chosen name. Other names that made it into "finals" were a Wharram Quorum by Don Jones and a Swarm of Wharrams by Mike Halladay.

Several other gifts were given to the lucky ticket holders. There gifts were donated by the followings: Frank Papy an honoured guest who attended with his wife and provided books he has authored; Charles and Corrine Kanter also provided their well known books. The Lorelei, our host location, provided T-shirts and PRAKTEK inc. the firm who makes the AERE' inflatable catamaran and large inflatable boat fenders provided a fender and pump. Latitudes and Attitudes Magazine provided a wide assortment prizes including one year subscriptions, hats, books, videos and other wonderful gifts. The drawing winners will certainly enjoy their prizes and we thank all those who helped make the door prize drawing a great addition to our event.

The highlight of the activities was the new Tiki 30 sail demonstrations. If you didn't go for a sail you missed a lot of fun and an example of what a racing crew goes through in sail boat races. All these racing techniques were ably demonstrated by David Crawford, while the "other" David shouted orders. Thanks to David Halladay for having helped two other boats and their owners to be able to join us.

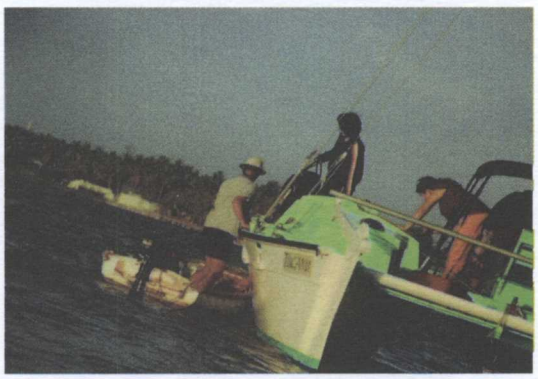
Thanks to Roger Ayres and Dixie for driving from west Texas and we are sorry that the boat had to stay at Key Largo due to a broken tiller. Another long time member of the PCA who flew down from Normal (Illinois), Thom delForge, who has a Tiki 31 which he keeps in Northern Carolina. We informed him that there will be no excuse for him not to have his boat here next year! Frazier Martin, a very faithful attendee with his lady friend from Fort Myers Beach. There are also a few Wharrams in build in Florida and we hope they will all be here next year. We also enjoyed the company of Tim Orr and Stephany who came from England to attend the event… and we wish them well on their upcoming wedding and subsequent travels… We hope they include a Wharram.

So many others… including Don Jones, Clark Grimsley, Doug Posey, The Kipp Ladies and many, many others. Thank you all for making this a successful and enjoyable event or "Hui Wharram". I hope to see a lot of you at Hobe Sound in December, the 2nd weekend December 11, 12 & 13. *(see back cover)*

above: Hans Bortman's Tiki 38

Below: Gill Grove's Narai

The Melanesia Modified by Kevin Hutchinson's...



The Tangaroa MkIV "Litchy" from Isla Morada.

The brand new Tiki 30 professionally built by David Halladay.

The drink aboard the new pro built Tiki 30.

The now very well known Lorelei Bar.

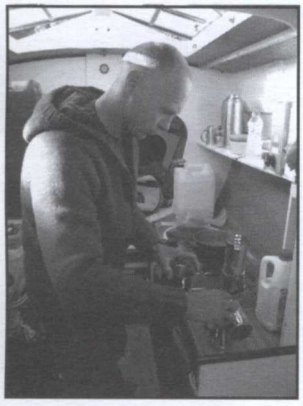
These columns *(as the rest of the mag)* are yours.
Don't hesitate to use it for giving to us some news about your boat, your sailing parties or voyages. Even a single photo with few lines could be published in your mag.
We hope to get some news from you soon.

*Rémy.*

# FINLAND

## A bridge too far....

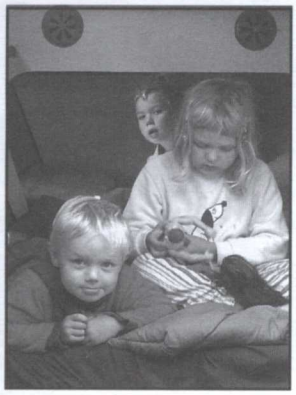
"we have a fest, we have a fest....". Three men in a small motor boat were gesticulating to us as they circled around Godzilla in the narrow channel. Merja, who speaks a little Swedish, thought they meant a festival or party – why would they be telling us this? Were they warning us to stay away, after all our large strange looking craft might not fit in the harbour (we'd faced that problem before), or were we being welcomed? Eventually they came alongside and with some Swinglish (mixed swedish, finnish and english) we eventually understood that they had a BRIDGE – a low one, just round the next corner. We'd been wondering why we'd not seen any other sailing yachts and in fact very little traffic at all, on this very beautiful route – and now we knew why!



Espresso time

We'd left from Utö island, one of the most outlying islands in the Finnish archipelago sea (Sääristomeri) early in the morning, having scrounged charts from a neighbouring yacht the evening before so we could continue our trip westwards. I'd been planning to buy charts en route, if and when we decided to head for Ahvenanmää, and by now we were on the edge of our "known world". I'd been fortunate to strike lucky and come back with a chart set from 2000, with the comment that at least the "rocks haven't moved since then"!! We'd been recommended Dergerby as a nice village to stop at, with a sea water swimming pool, restaurant and shop, and, making our passage plan I had chosen a narrow route through the heart of the island, rather than the main shipping channel going north and west which was anyway right against the prevailing northerly wind. Somehow in my enthusiasm I'd totally missed the bridge and its height marking on the chart – quite easy to do amongst the myriad of channels – and now I faced the embarrassing consequences!

The crew quarter



Our three kids, Lara, 7, Storm, 4, and Rudy, 2, had already been waiting to arrive at Dergerby harbour with "Aren't we there yet?" periodically emanating from their playroom/cabin. It should have been less than half and hour away, but now, what?! The three men in a boat suggested we could use the local church jetty, but passing it by I didn't fancy tying Godzilla alongside – the rickety construction was probably ok for small dinghies but not large catamarans! I decided we should find an anchorage – we were in a very sheltered area after all. We motored up near to the bridge, causing some après sauna entertainment for the locals. It's probably similar to a UFO sighting to have a large black polynesian catamaran, British flagged, appearing just off your shoreside sauna! No doubt a few beers add to the impression... We called across to a couple watching us in their dressing gowns, and they pointed to an adjacent bay as a good place to drop the anchor.

It turned out to be the perfect spot. Tranquil and sheltered. It's usual in the Baltic to moor tied bows to the shore, so anchoring was a nice change for us, much quieter and without the hassles of harbour or other boats. The next morning we rowed our dinghy, "Pikku G" (Little G) to The Bridge, and walked (in pouring rain) the 2km to the village and harbour. 2km is quite a long way with small kids....but we made it eventually. Although it was Sunday everything was open by the time we got there, and we managed to eat, have a shower and stock up on groceries and petrol, and get a (very expensive) taxi back!

Fögöl, where we anchored, was the furthest west we made. Heading back towards Finland again through the archipelago scattered with rocks and islands, the continuing northerly winds made the choice for us. Our next stop was Karlby on Kökär island. Karlby is deep within the "mainland" of Kökär, more like being on a river than sea. An extremely narrow and twisting channel led up to the harbour, and as we were arriving around mid-day finding space was not too difficult, with the harbourmaster directing us to the penultimate space in a dead-end with the words "we can tow you out if you want to leave when it is busy". Surprisingly Karlby

was full of large and very expensive motor yachts and quite a number of AWBs (average white boats) of sail and motor variety. It seems the whole guest harbour is part of a commercial development, with little local activity in evidence. We became quite a tourist attraction in our own right, moored right opposite the mini-golf! I wouldn't recommend Karlby to multihulls unless you need access to all mod-cons for a day or two. Kökär has at least two other harbours on the northern side of the island which we'll check out next time.

After Kökär we sailed east again into the Finnish sääristömeri, reaching Jurmo by late afternoon. Jurmo has a long history of habitation, the earlier residents known for their pirating (apparently quite a common livelihood in the archipelago, luring ships onto hidden reefs and pillaging the cargoes). Nowadays Jurmo is known for wild scenery and the unique geological rock formations.

As we approached Jurmo harbour we could see it was packed with masts – not a good sign. We called across to a couple of yachts heading out, and they said it was already full up. I had studied the charts (this time!!) and could see that certain parts of the harbour were very shallow, but certainly enough for our draft, so we continued in with the intention to drop a stern anchor and moor up to the shore. Once in the harbour there was limited space to manoeuvre but I noticed a couple of small jetties on the windward side, and made the decision to go for those rather than the anchor plan. Completing a "handbrake turn" (cutting seriously close to the sterns of numerous yachts already enjoying their sundowners and causing a few hiccups no doubt) we made it to the jetty and tied Godzilla alongside – a very snug "cat corner"! Although crowded the harbour was pleasant with simple amenities and a small shop selling freshly smoked fish.

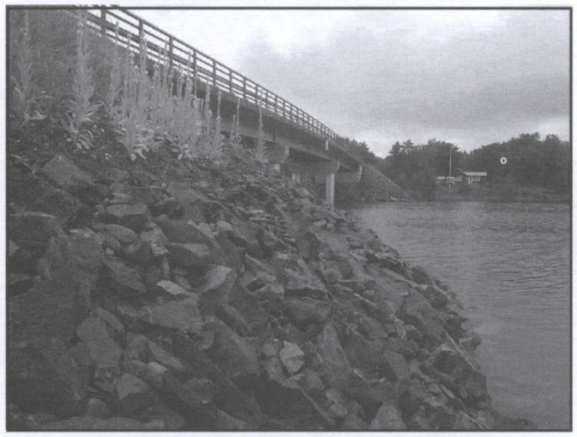
Heading back towards mainland Finland the next day with light winds and drizzle we already started making plans for our next year's cruise – further west....Ahvenanmää, Stockholm, Götland.....those Vikings better watch out!

*(by Andy Best - Pahi 42.)*

Motor sailing on Godzilla.

Lara at helm

Karlby harbour

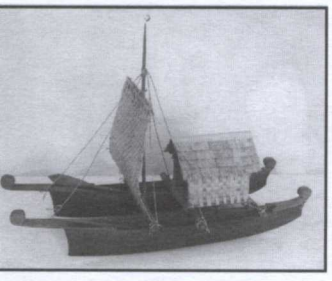


The Bridge

# TANGAROA

## And the story have begun...

*Fifty four years ago a young Englishman and two German girls began to sail heading for the Caribbean islands with almost no money in their pockets. By doing this they had certainly not in mind that they were beginning an Odyssey that is still continuing today. But behind the human adventure everybody has forgotten that there was a small catamaran...*



The little model of Tahitian double canoe exhibited in the South Kensington Science Museum

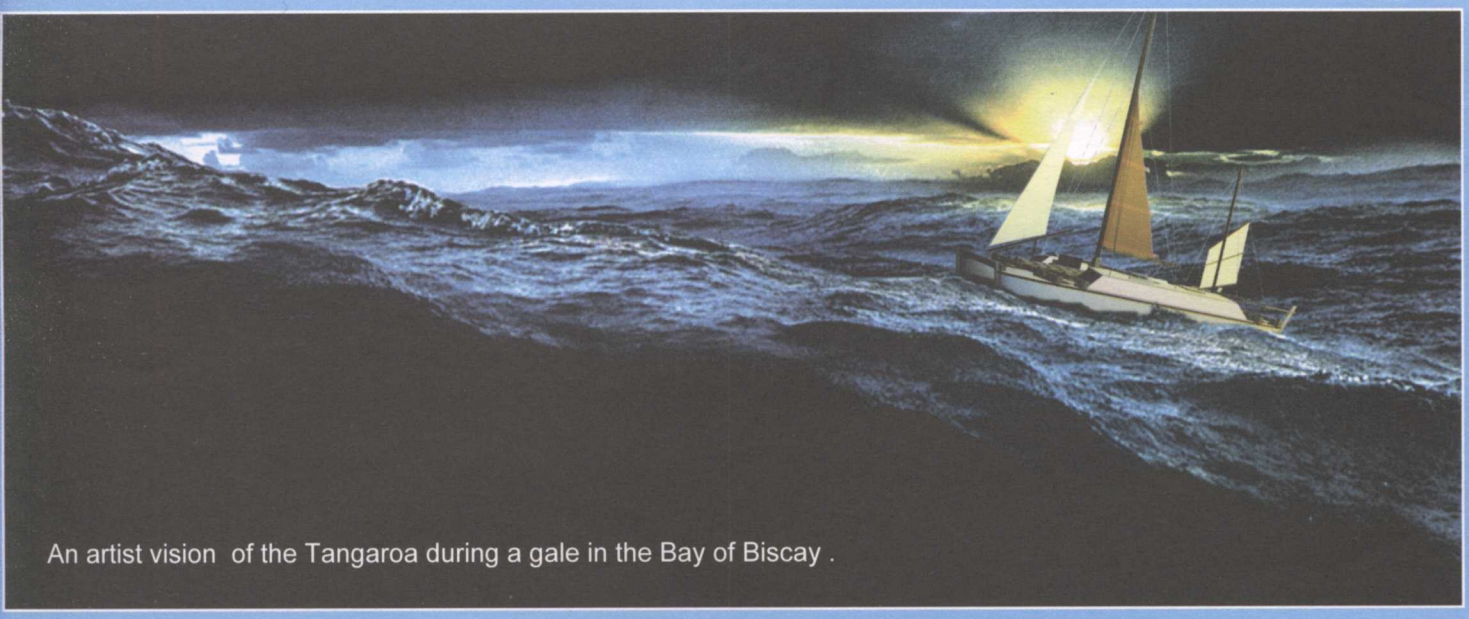
In the mid 50s there were not very many to have sailed across the Atlantic just for their pleasure. The "Yachting" was a matter of "wealthy gentlemen", certainly not a "poor" young man's whim. At this time just 20 small boats had sailed the Atlantic, most of them single-handed. Some became famous; for the men Joshua Slocum did it during his sailing voyage around the world by the end of the XIXe century; a French guy, Alain Gerbault, did it in 1923, sailing his Firecrest in solo. For the women Ann Davidson was the first one to cross the Atlantic in 1953, also solo. All the other attempts were done with bigger boats and/or a numerous crew.

1968 and its liberty wind was not yet in the minds and Jack Kerouac will write his famous book, "On the road", only in 1957.

So, can you imagine what was the society reaction when a foolish young Englishman had the idea to sail the Atlantic, not on a traditional single-hulled boat, but with a double hulled boat inspired by the spirit of the ancient Polynesians? More than that, he will do it with two girls on board. Shocking! The result is that, for many years, the "Yachting world" have forgotten the Tangaroa's story, mostly run down by the orthodox society which have just recalled the "immoral adventure" of one man with two girls. Such things which seems ridiculous today…

Nowadays many people remember the Atlantic crossing story as a remarkable sailing odyssey, but most of them have forgotten the boat's name and how she was built. By the time where catamarans are sailing everywhere, are making up the greatest part of the renting boat fleets, and even break all the sailing records, it could be good to look back at this little boat which began the story.

In 1953 the knowledge about the ancient Polynesian navigators and their boats was reduced to almost nothing. Thor Heyerdahl had sailed his "Kon-Tiki" raft from South America to Polynesia in 1947 and was claiming that the ancient Polynesians have not sailed the Pacific but just drifted on it. In 1937-1938 a French sailor built a catamaran (Kaimiloa) in the Hawaiian Islands and sailed her from there to Cannes, on the French Riviera, in 250 days but his book does not tell very much about the boat construction and abilities.



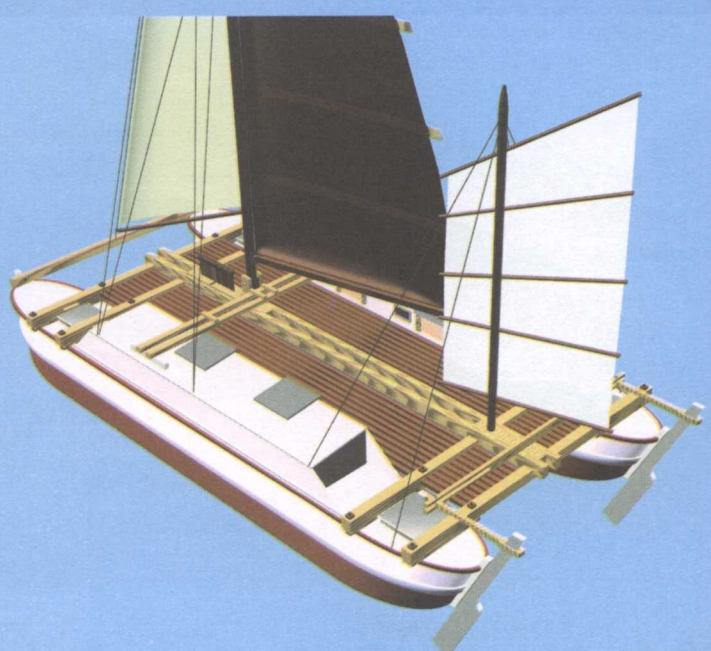
An artist vision of the Tangaroa during a gale in the Bay of Biscay .

Jutta at the helm with Pepe (the dog) .

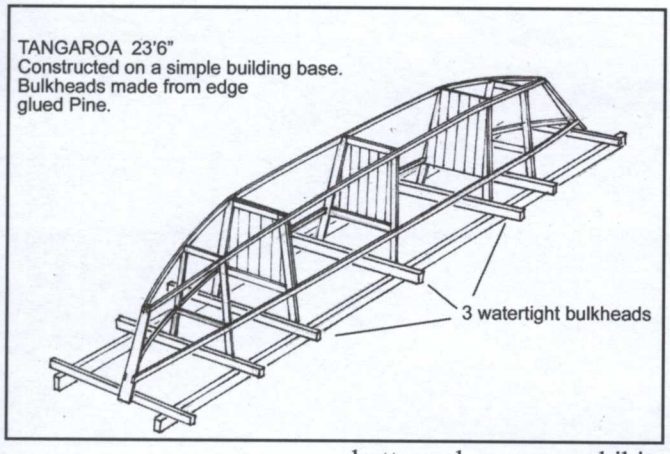
James looking for the coasts during the arrival.

Tangaroa in Port of Spain (Trinidad). Tidying up is necessary after the crossing.

A three dimensional sketch of the Tangaroa made from the pictures and the little plan in the James book.



# Tangaroa



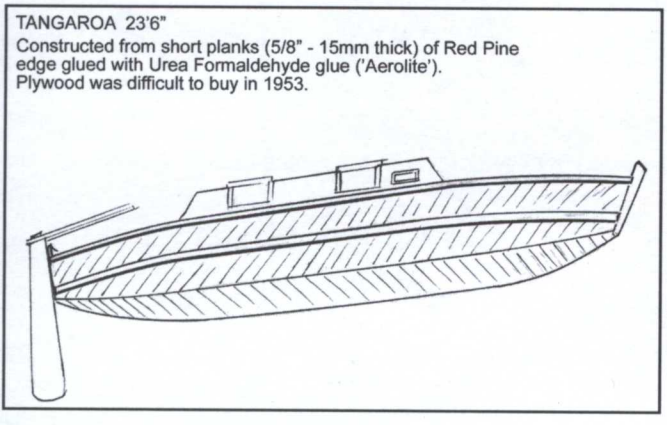

The only references available at that time for James Wharram was the book "Canoes of Oceania" by Haddon and Hornell written in 1936 and a little model of a Tahitian flat-bottomed canoe exhibited in the South Kensington Science Museum.

Right:: a close vision of the foredeck. Everything (masts & centreboard) was centred on two longitudinal beams. The two brace disposed on the top of the cabins were bolted to the cabin tops and were built to maintain the main mast case as also the centreboard case

In March 1954, the amateur boat building was a strange challenge. What James and Ruth (Jutta would complete the team later) would like was a seaworthy catamaran that could cross an ocean and which could be built with only 200 English pounds of capital. James began to build the boat in a hayloft on a farm near his home.

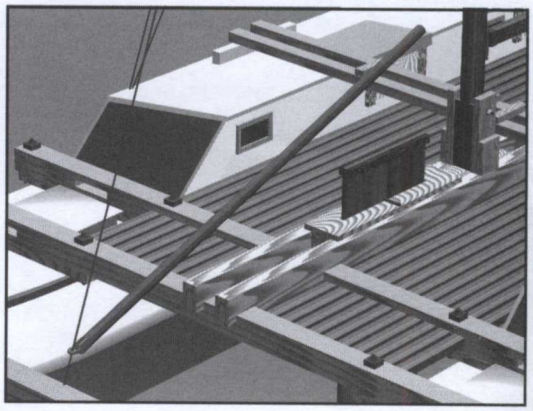
In 1954, when James began to build Tangaroa, there was a shortage of plywood, or it was very expensive, far away from his means. So, James used 15mm Red Pine planks, which he could get in short length, hence they were used as diagonal planking on the hull sides and crosswise planking in the bottom, and the edges glued with an Urea Formaldehyde glue ('Aerolite'). This is one reason the teredo worms were able to eat their way through the hull bottom so easily.

As the hull shape would not give a sufficient leeway resistance James built a centreboard again made out of pine planks. This centreboard was about 60cm wide and approximately 1.50m long. This meant it protruded approximately 60cm below the keels when fully lowered. The rudders were of a similar depth. James used the centreboard for sailing windward but he has not recollected precise effectiveness of this dagger-board. This was experimental but seemed to work well.




The layout of the hulls was very simple and practical. The aim was to give enough space for three people to sleep and live aboard. The hull volume and length was determined by then body length, height for sitting and, of course, the lack of funds.

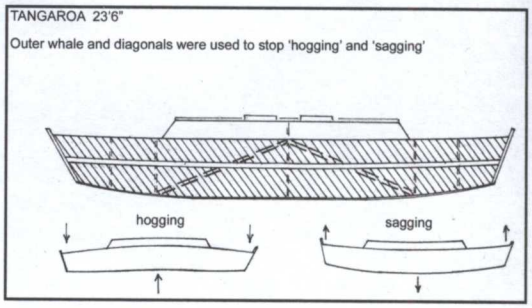
Each hull had one bunk in the forward half and the aft section was the chartroom in one hull (port) and galley in the other

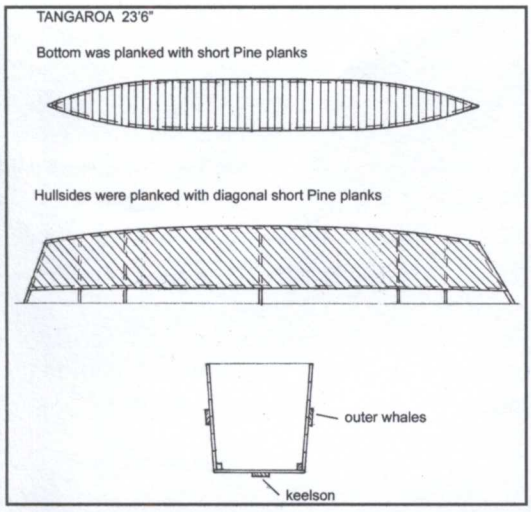


(starboard). Books were kept in both hulls. The centre bulkhead only reached up to the hull gunnel/sheer so the upper part in the cabin was open and things could be passed through. Each hull was also reinforced by outer whales and inner diagonals used to prevent 'hogging' and 'sagging'.

Concerning the masts the mizzen was solid and the main was solid laminated. The mainsail was a second hand bought by James and the mizzen was a self-made junk sail as also the jib. The junk sails are another importation from the Pacific (from the Oriental part) and are a discussion subject in some sailing circles. As far as you can go in the past reports, James is still the first Englishman to use junk sails on an ocean going ship.

At that time, James did not know the






correct beam/length ratio of each hull. The practical fact dictated a beam/length ratio of 8:1. This practical fact was very simple: the width of a single bed or bunk , i.e. two feet six inches, on a waterline of twenty feet. What is interesting today is to notice that most of the modern catamarans use the same ratio.

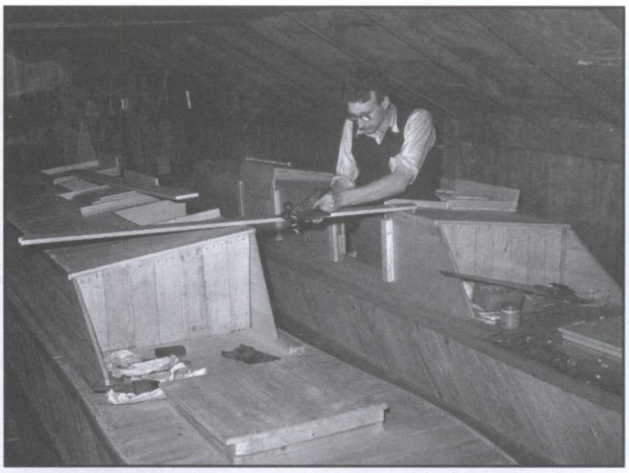
James made the ends of the boat very full to prevent "pitch-polling", i.e. diving the nose under the sea when running down a wave. The sides were straight. The great fear was whether the two hulls would come apart. To be on the safe side, James used cross chains with a rope lanyard on the ends to brace the hulls diagonally. It now looks crude but, in 1953-54, the aim was to survive and cross an ocean, not win an elegance contest.

Tangaroa was ocean-going. She was seaworthy enough not only for the trade wind passage, but for several hundred miles of coastal cruising in the North Sea, English Channel, and the Iberian Peninsula which are not usually places easy to sail.

Her day to day performance, speeds of 3-6 knots) was very similar to the many little single-hulled ships of about the same waterline length. Tangaroa had their performance, plus easy motion and stability and thus demonstrated that the catamaran could be a seaworthy craft.

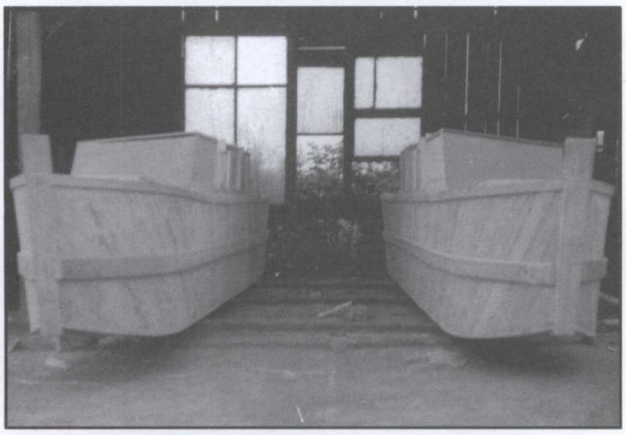
To conclude what I could say more than the few words Ruth have recently sent to me about the Tangaroa:

*"It certainly was a very 'primitive' sort of*

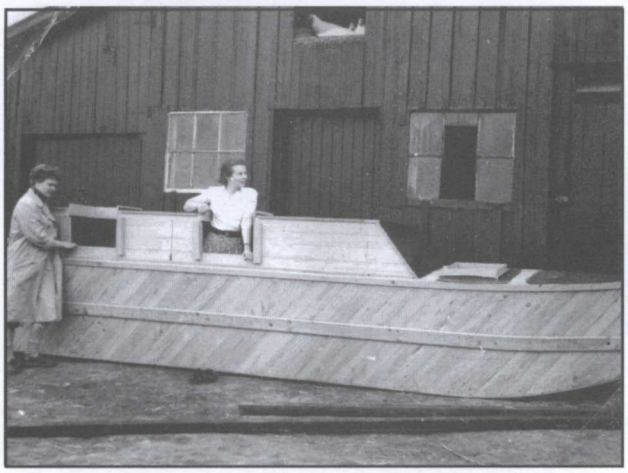


James planing one of the planks.

James and Ruth making a trial for placing the crossbeams



The two hulls are waiting for the paint.



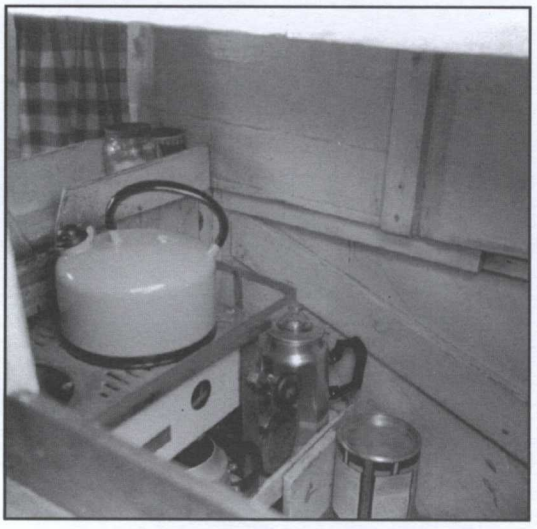
Jutta (left) and Ruth (right) visiting their new home...

# Tangaroa

Hulls assembling before the launch.

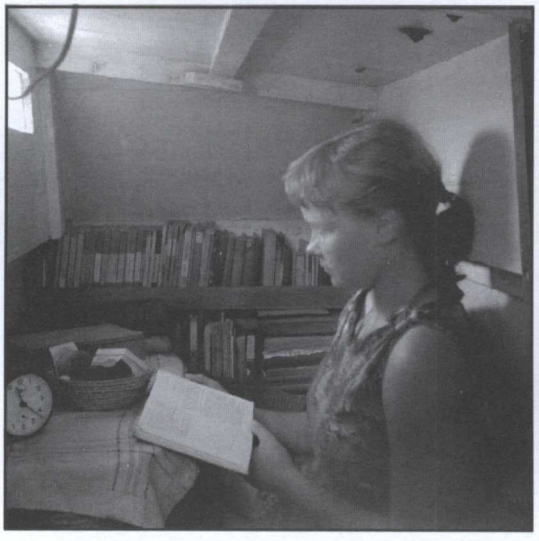
*design shape-wise, through lack of available knowledge at the time, but it was also very practical to get the best possible cabin lay-out for 3 people. But we did sail the boat across the North Sea, all along the South coast of England, across the Bay of Biscay and the Atlantic, and that, I still think, is the remarkable story".*

*(By Rémy Roy from the James' book written data and the help of Hanneke Boon and Ruth Wharram letters)*

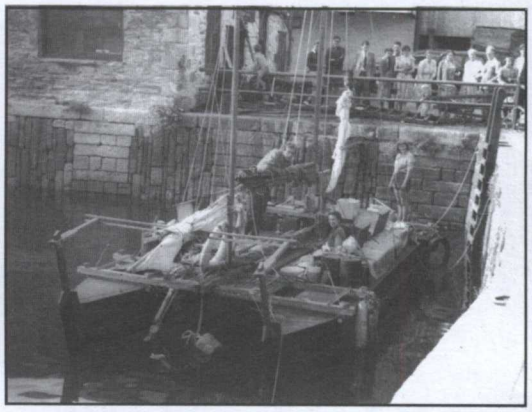


The galley in the starboard hull.

The deck cluttered with the fresh provisions



Jutta reading in the forward cabin of the starboard hull.



50 years separate those two pictures taken in Falmouth harbour where have begun the story

Tangaroa in the Trinidad shipyard where she will finish her life eaten by the teredo worms.

# Single Handed Boat Capsize Man over Board

above left: This is not the Tiki 21 of the story but the picture shows how a capsized cat floats when the mast is not down under the water.

***Very rare are the Wharram cats which have capsized because they are very safe.***
***But sometimes it happens for the most little of them as for the Tiki 21.***
***This time we have the chance to get the explanation and the analyse of the misfortune.***

This shall be a report about an incident which brought a Wharram Tiki sailor close to the edge between live and death. A chain of events of bad and good luck, bad and good seamanship – judge for yourself and ask if this could happen to you (in any variation).

**The key players:**
Hans (not his real name), sailing single handed his Tiki 21.
The large shallow lake – Neusiedlersee.
Tiki 26 Kananaskis (Brigitte & myself on board).

**List of events on Kananaskis.**
Afternoon in June; wind from south, 2-3 Beaufort. We were sailing Kananaskis eastward, full main and genoa up. We were looking for our daughter Luise, sailing her Hitia 17. Sky was a bit hazy with a long dark cloud (lee wave of a mountain range nearby) across the lake.

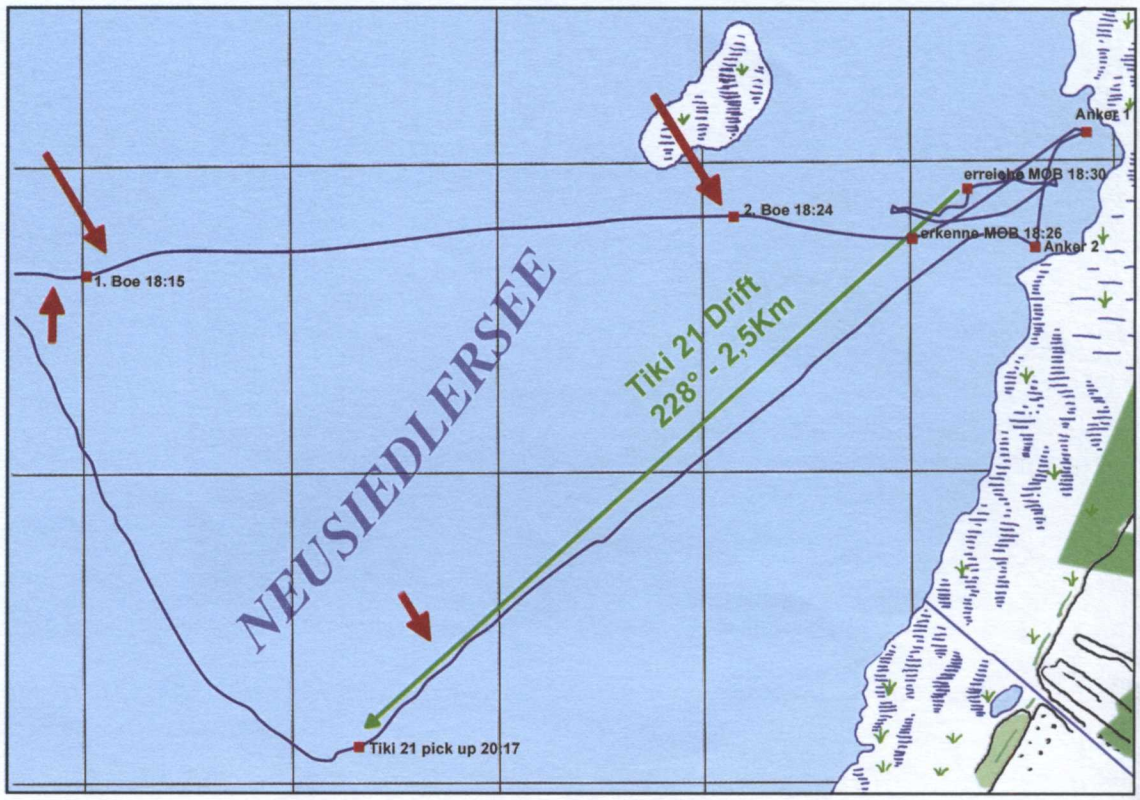
18:15- First gust *("1.boe" on the map)* within 30 seconds wind changed, going from south to north, increasing from 2-3 to approximately 5 Beaufort. Kananaskis speed increased and we started "running".

We recognized that Luise had severe problems on the lee shore and planned to check if she needed help.
18:24- *("2.boe" on the map)* We passed a wind edge behind a larger reed island and were hit by a second gust of approximately 7 beaufort +.

18:26- *("erkenne MOB" on the map)* Suddenly we spotted in a distance of approximately 200 metres something on the water. Only approximately 100m away we realized it was a person in the water – slowly waving, about 60m to windward. Immediate decision was taken to continue without reefing and pass by, tack and try to rescue. During this short sail we prepared a floating line and attached it to our life-ring.

Successfully tacked the heavily over canvassed boat in the strong shallow water chop which was built up immediately.

18:30- *("erreiche MOB" on the map)* I turned the boat in the wind unable to see Hans. Brigitte was on the foredeck and pointing with her arm. The boat stopped in the wind. We had Hans approximately 70cm in the lee of the bows, which were




The plotted route of Kananaskis shows the evidence that the decisions have to be taken very quickly.

moving violently up and down. He grabbed the ring. Brigitte tried to pull him alongside to Kananaskis. The connection line-ring did break and was re-attached. He was already weak and could not support his rescue anymore. Brigitte could not get him on deck. I went forward and together we pulled him with all our force on deck.

We brought him below the deck, into dry and warm clothes. He was in shock, quite weak, but did give clear and straight answers. His heart beat was well feel-able, constant but low.

Hans is a medical doctor, so I asked him:

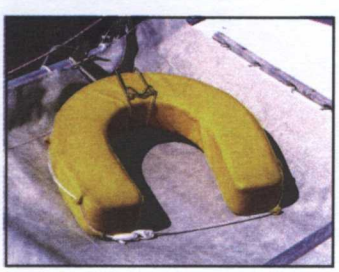
- Are you hurt?
- Yes, I have broken ribs
- Shall we evacuate you? (by helicopter)
- No, let's sail to the harbour; I am in stable condition.

We then sailed to get some shelter and did anchor to clear everything on the boat and reef it down *("Anker 1" on the map).*

Later, on the other side, we did anchor again *("Anker 2" on the map).* The winds calmed down. We pulled the Hitia free.

Friends arrived and did catch the drifting boat. Hans was brought to hospital.

The kind of buoy that can save a life if it is well used and attached to a long line like Gerald & Brigitte did.



**The story from Hans:**

Suddenly the wind picked up. I got up and went to the mast to reef. Jib sheet and main were open. At that moment I reached the mast we capsized. I fell down, crushed onto the mast under me and then into the water. The boat turned around the mast (partly underwater) to lee and, suddenly, did right herself up and began to drift away. I missed it by half a metre. I could pick up a little bag containing money and a wet mobile phone; that was all! I was there totally alone and knowing it was only a matter of minutes for loosing my consciousness and then to be drowned – which I finally accepted.

**Weather:**

It was a combination of three not unusual situations.

First, a slight cold front (+ 2 millibar, decrease of 3° Celsius) crossed the lake; wind increasing from 2-3 Beaufort to 4 for only 30 minutes, together with a dramatic change of wind direction within 30 seconds from south to north.

Secondly, this area, with a bay and an island in front is well known for wind anomalies. Between the heads of the bay and the island a real jet can boost the wind speeds from 4-5 on the lake to 7-9. This speed was an estimate from myself and

others, which were in the area and we have evidence by damages on Luise's boat (broken tiller) and a jib blown away on Tiki 26 Aura and, finally, the capsize.

Third, the water temperature, being around 15° Celsius.

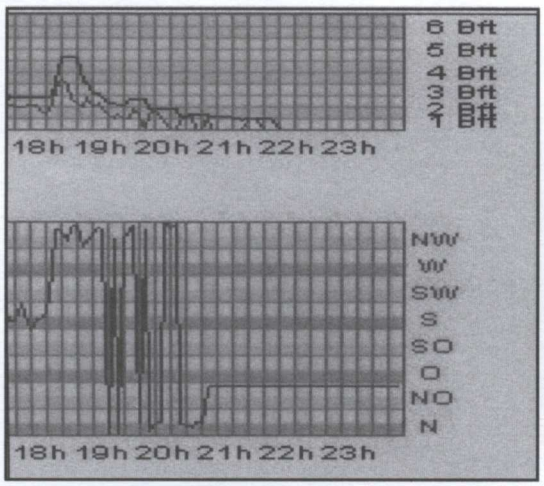
**Boat:**
The Tiki 21 of Hans is very well built according to the original plans. After the capsize only the starboard hatch was lost and water found its way inside. The boat was on drift for 2 hours with full sails set and could be sailed back during the night without problem.

Some other facts and observations:
We have quite solid data about this incident. We analysed very precisely our GPS log, plotted it on a map, showing tracks and timing of the incident. Furthermore we managed to downloaded some weather data from a station approximately situated 4km away.

Hans was in the water for approximately 16 minutes (16° Celsius), which is already extremely critical.
He did not wear a life jacket, nor safety harness.
Hans did wear light sailing suit against spray.
His mobile phone was drowned and could not work anymore.
Our life-ring did help as a floating device to hang on.
Connection between life-ring and line did break (Mickey Mouse line around) and finally we wrapped the main line around the ring (open U shaped).
It takes 2 people to get an unconscious person out and on deck.
Only 4 minutes from spotting to rescue is lucky.
Tacking under this conditions was risky but reefing, jibing or a second try would have taken at least 5-10 more minutes to get him.
Decision to fly Hans out y/n?
When pulling Hans on deck we possibly hurt him even more as he already was.
The light Tiki 21 did capsize in Beaufort 7 conditions, full sails , wind from the side, open sheets.
In hospital 2 broken ribs were diagnosed, one of them had penetrated his lungs, but the thorax was still tight!

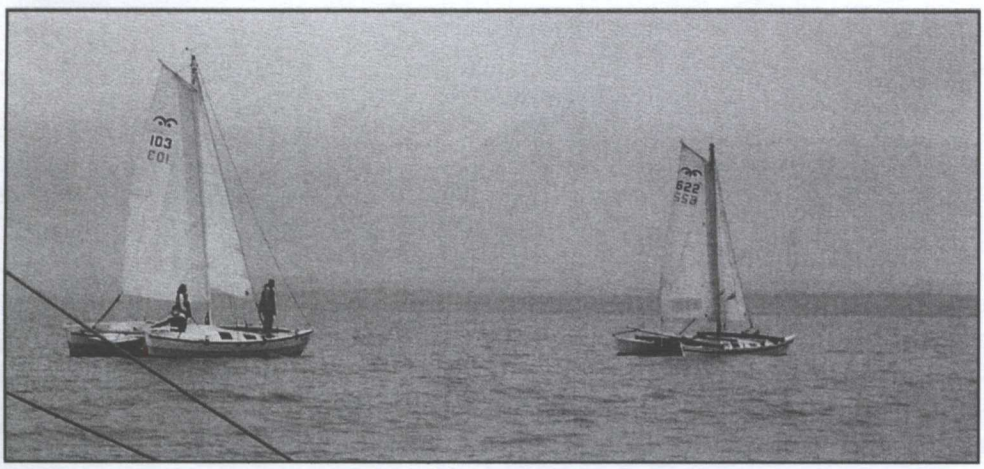
I have tried to avoid subjective views or interpretations. However, there are lots of lessons to be learnt with regard to equipments and procedures but most important is to be in preparedness.

*(By Gerald Winkler)*




Left: the graphics show how the wind was changing very fast in force and in directions.

Bottom: the Tiki 21 is being picked up by the other Tiki (26)



# Cockpit modification

*Dan Kunz bought a Tangaroa MK IV but found that her former cockpit was not fitting his comfort criteria. Few sketches and some labour days later and a new cockpit is now at the skipper's disposal.*

*By Dan Kunz*

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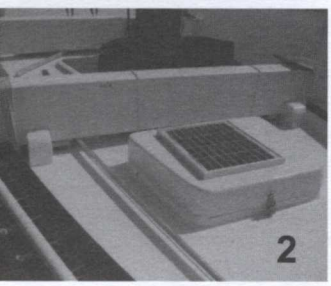
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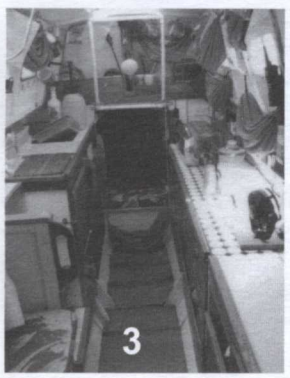
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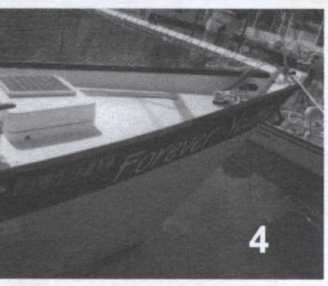
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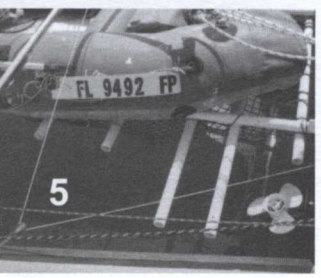
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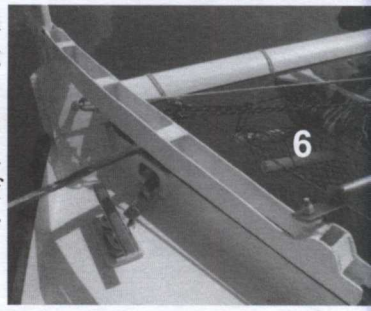
No one leaves a boat the same as they bought her, especially a Wharram boat. I purchased my Tangaroa MK IV, now named "Forever Young", from the builder, Col. Clark Grimsley. He built her in the Florida keys. He did an outstanding job and had the modifications he wanted designed and approved by Hanneke and James.

I previously had a Tiki 26 and made extensive modifications to her. It was a great boat by my plans, at that point, included living aboard and cruising the warm waters of the Caribbean and Latin America. So, a bigger boat was needed.

I had visited Clark when he was building the boat and asked him to give me right of first refusal if he ever decided to sell her. He graciously honoured that request and sent me an email one day announcing that the boat was for sale. Interestingly I just got home from an emergency room visit and hospital stay and had and uncertain prognosis. I thought the Universe was conspiring against me with a cruel joke. But, I then rethought it and saw it as an opportunity (as the magazine Latitudes and Attitudes says..."Attitude; the difference between Ordeal and Adventure"). I bought the boat. A great decision... even though I am still not cruising!

I call the boat a MK IW+ (plus) because the following changes were made to the basic plans of the MK IV. She has a single mast using a gaff wing sail rig as is on the Tiki's (**pic 1**). It is much easier to single hand the boat and the balance is still exceptional. The beams are lashed on top of the hulls so that the interior space is expansive (**pic 2 & 3**). The center beam is lashed to the B-side of each hull and does not protrude through the hull, increasing useful cabin space . Cabins are little taller than usual and provide 6'2" standing headroom. The last major change was that a toe rail was added to the hulls all around (**pic 4**). This improves the lines of the boat and eliminates things from falling off the deck when uploading from a dinghy. The toe rail also adds a measure of safety for people.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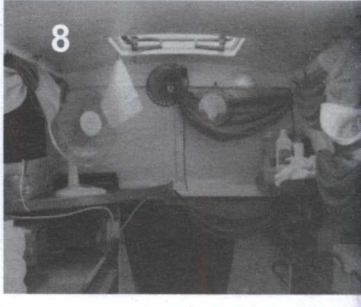
Cruising at 9-10 knots is easy and I have seen 12 in less than 20 knots of wind... 14 should be easily possible and safe. Twin 8 hp outboards move her along well when the wind dies or when I come into a basin or dock. The interior is well laid out and storage is considerable. I have made a few minor modifications by changing the rear dinghy sled to aluminium tube (**pic 5**) and making new tillers from aluminium (**pic 6**). I have added a permanent Bimini and another 170 watts of solar (**pic 7**) along with very large sealed batteries. She now has 240 total watts of solar and 500 useable battery amp hours (to 50% depletion). Plenty for nearly any need.

7

An electric cooler has been added to the insulated ice box and additional fans and lights have been wired. The fans are essential even with the four hatches and multiple under and over deck ports per side. The Florida Keys gets hot and sticky in the summer! Wiring has been added for a small water maker but it has not yet been added. I also added nearly 80 small fabric hammocks throughout the boat for additional storage (**pic 8**). I don't like digging through boxes in bilges or under berths to find things so I added visible storage where ever I could put a hammock. They are inside storage areas, under the stairs, hanging on the sides of the berths, etc. It is a simple and very workable system.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However, the one area that didn't fit my needs was the

cockpit. It was a recessed cockpit (for legs) with normal bench seats all around. It is what most people expect and what many want… It just didn't work for me. The seats on each side housed the gas cans and outboards. The removable box at the rear of the cockpit was used for storage. A standard set up for most boats.

I didn't like this layout for the following reasons:

1. I don't like to seat upright. I normally semi-recline on a chair as I find that position more comfortable. Normal cockpits don't easily enable that sitting position.
2. More storage on deck at the pilot station was needed, especially for additional fuel and safety items. Having extra gas cans in the cockpit and other items not stored can be a hazard.
3. I wanted a smaller and more secure area in which to stand at the pilot station in case of rough weather. A semi-enclosed small area in which I could lash myself if necessary was sought.
4. Piloting needed to be done while seated from either side of wheel or from directly behind the wheel. A leisurely cruise don't require standing behind the wheel. Just a light touch on the wheel while sitting in a beach chair is a great delight!
5. Standing headroom under the Bimini was required and it had to enable the pilot station to be used by someone 5'2" tall to 6'4" tall with total visibility.
6. Adding additional solar panels was essential. The solar panels had to be mounted so that the sail clew and sheeting blocks didn't hit the glass top of the solar panels, even when slack.
7. All this had to be accomplished without raising the foot of the sail or otherwise changing the cut of the sail.

To meet all these needs required a fair amount of sketching and planning. Here is what I finally built:

First, I will describe the Bimini. It is a two level Bimini (**pic 9**). The part over the pilot station is taller than the rear section on which the solar panels are mounted. The Bimini frame (1" aluminium pipe with 1/8" walls – light but very strong) is mounted to the cockpit rails. Careful inspection of the photo will raise the following question… "How does he get the gaff and sail out from under the Bimini?" The forward struts on the Bimini are not mounted to the deck (they are a force fit) but swing aft, clearing the center beam and enabling the gaff and sail to be lifted up and out of its cradle from either side of the pilot station. It can then be raised easily as it just slightly off center (**pic 10**). The raised sail, as on the boat when built, just sweeps the highest center section of the Bimini.

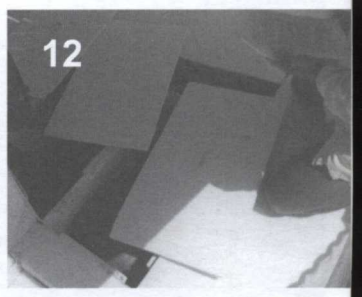
The clew and sheets miss the solar panels even when slack. The rear Bimini section slopes just slightly downward so that I can eventually use it to catch rainwater.

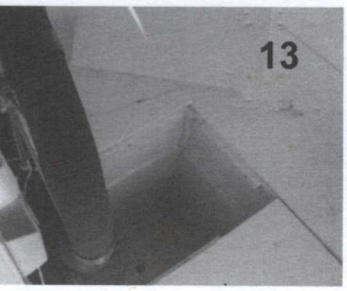
To sit under the rear section of the Bimini one uses either bean bag chairs or low beach chairs (**pic 11**). Both systems result in the comfortable semi-reclining position that I sought. Getting up and out requires a little caution so one's head does not hit the solar panels. A slight inconvenience but not a problem.

Next is the forward section of the Bimini. This is taller than the rear section and covers the forward seating area and extends in a truncated triangular fashion further forward. This triangular forward section reduces sun glare and allows mounting of a clear rain barrier that keeps dry all vital instrumentation and controls in case of heavy rain. The center of the forward Bimini is slightly higher than the aft sides, again to catch the rainwater. There is an opening between the forward and rear Bimini sections to allow breezes to go through and reduce windage. This funnelled breeze blows on the face of the pilot and passengers seated under the forward Bimini section and is quite pleasant.

Now to the cockpit it self. The interior of the formally open cockpit now has three additional storage boxes and a stand-in smaller pilot station (which I cal the "pit") (**pic 12**). Two of the new boxes now hold fuel (24 gallons total). The third new box is used for storage of life jackets, dinghy items, life rings and flotation pads, emergency boarding ladder, flares and other safety items. Safety items are immediately available to the pilot without having to leave the pilot's "pit".

The pilot's "pit" is now 14 inches wide by

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24 inches long (**pic 13**). It is enough to stand in comfortably and provides an extra measure of safety since it is 21 inches deep. This puts the sides at about knee high. There are handles on either side of the pilot station to which the pilot can lash himself if necessary for extra security.

14

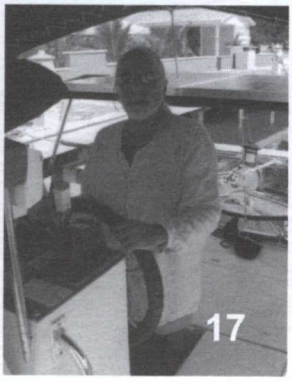
The pilot pit has a cover so that the entire cockpit area becomes a flat surface (**pic 14**). The full cockpit area is big enough to hold a king size inflatable air mattress for outside sleeping. The pit's cover lifts off and can be mounted onto a post that is slid into a socket in the bottom of the "pit" (**pic 15**). This makes the pit cover plate a small table. Two people can enjoy eating at this table in the evening since their legs are hanging into the pit. The table is also an excellent place to put a GPS or folded charts while sailing. Of course, since the Wharram is so stable, drinks also remain in place while sailing! An important consideration!

15

For comfort or steering one can sit on either side of the pit, using standard folding lawn chairs (**pic 16**). Head clearance is sufficient for a 6'4" adult. Steering is done easily while seated to the side or the lawn chair can repositioned (after putting the pit plate in place) to directly behind the wheel for centered steering control and complete visibility (**pic 17**). All positions are very comfortable for most sailing conditions.

16

Of course, standing in the pit gives full visibility to all sides. Two small plastic one-step plastic stools are available. The legs have been cut to different heights and each fits snugly into the "pit". This permits people of varying heights to have complete and perfect vision while steering. The goal of being able to properly control the wheel for any person from 5'2" to 6'4" was met with these inexpensive stools that exactly press fit into the pit. All these measurements were determined prior to cutting the cockpit so that everything would have nearly zero tolerance and therefore ensure snug fits.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How was all this accomplished? First, after designing it all I had to get over my fear of taking a power saw to the existing deck of my new boat! Reviewing my drawings and measurements over and over finally reduced my fears to a point where I could start. Measure twice, cut once... or, in my case, measure many, many, many times, cut once! That, plus the realization that I wasn't cutting any serious structural members and also that wood with epoxy is very easily fixed I dove in. The bracing I included in the design for the pit was equal to, if not stronger, than the original floor. My decision was to leave the deck alone under the storage boxes, fitting only separators (used structurally), and then only cut out the bottom of the new, quite small, pit area. Doing this decreased the under deck clearance in a very small area (the dimension of the pit that might ever hit a wave is very small) and it didn't require moving any of the steering gear. Any other solution would have added substantial weight, substantial complexity and I know I would have filled up the larger boxes!!

Then I built a box from marine ply that would slide tightly into the existing pit. Leaving an overlap of about 4 inches for epoxy and bolts this "pit extension" added 8 inches to the depth of the existing cockpit in that area. That was a small price to pay in loss of under deck clearance in that small location for much greater functionality in the cockpit. The depth is less than the depth of the two outboard motor sleds when they are in the up position. Extending below the pit is a 1" piece of aluminium pipe for another 5". This unit is the pole holder that supports the pit cover plate when it is used as a table. The pit extension and the 1" pipe produce virtually zero drag even in heavy seas.

This modification has served me very well. It meets all my criteria and makes the former cockpit more useful and comfortable for my purposes. Of course, if you like to entertain a lot of people, prefer to sit upright or have other means of adding fuel and safety equipment storage then this change would not be suitable for you. We all have different needs, I have stated mine and this was my solution.

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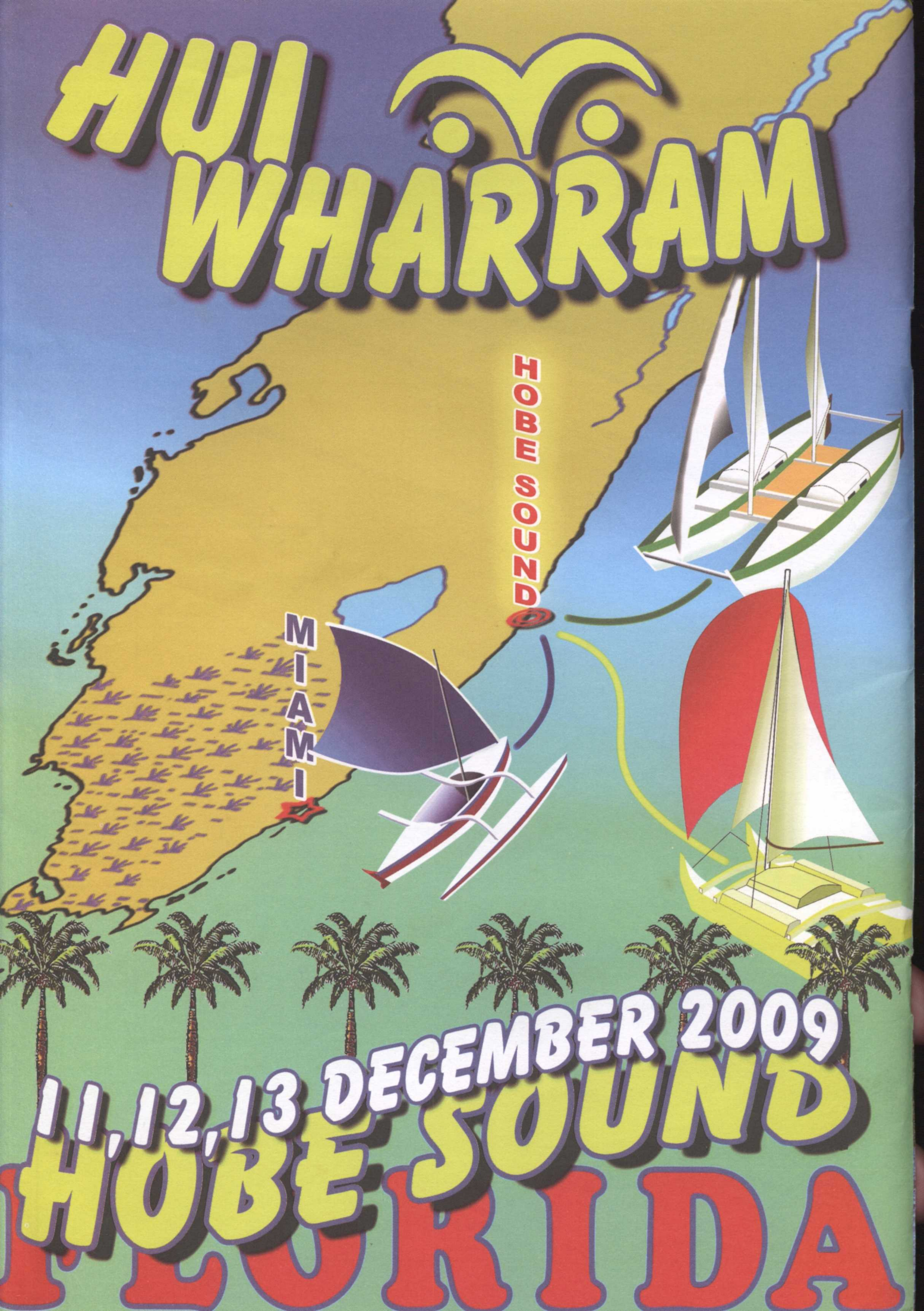
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